

Official and Classified ADVERTISEMENTS

Continued from page 15

PUBLIC NOTICE

POLYFORMS

BRIDPORT GUNDRY LTD. will now be acting as agents for the well known 'POLYFORM' inflatable buoys, fenders and rollers in

SCOTLAND

Further information can be obtained plus details of other products, many at reduced prices by contacting: **BRIDPORT-GUNDRY LTD.** 3 Wilson Street, Peterhead, Aberdeen. Telephone: Peterhead 4885. Free catalogue available. See us at the Aberdeen Exhibition — Stand D 14

OFFICIAL NOTICE — PROPOSAL TO CHANGE A SHIP'S NAME.

J. G. D. Claxton, of the Colne Fishing Company Ltd., 95 Castle Street, Luton, Bedfordshire hereby gives notice, that in consequence of change of Ownership, I have applied to the Department of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of my ship 'BOSTON TRISTAR' of Looe, Official Number 302623 of gross tonnage 433.55, of register tonnage 141.55, hatched on 1954, owned by Looe Steam Trawler Co. Ltd., of St. Andrew's Dock, Hull, for permission to change her name to 'ST. MARK' to be registered at the port of Looe. In the said now name as owned by the Colne Fishing Company Ltd. Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Llanelli, South Wales, within seven days of the appearance of this advertisement. Dated at Looe on the 26th day of August, 1976 G. D. Claxton.

SERVICES

EAST COAST DIVERS St. Andrews, Telephone: 3720 — for all underwater work.

SAND and grit blasting services, we blast anything, go anywhere. Telephone anytime 01-254 4026 (London).

SITUATIONS WANTED

YOUNG men 21, want to work on a fishing vessel, some experience at sea and not afraid of hard work. Write please to 3 Waterloo Road, Shrewsbury, Essex.

SKIPPER requires to hire on shore based MFV over 50hp, and up to 50 tons, rigged for trawling, engine no less than 180hp. Box No. 309.

VESSELS WANTED

WANTED boat 35ft-40ft, for short fishing, up to 27,000, photo preferred. Box No. 302.

WORKBOAT WANTED preferably rigged as Purse Seine Skiff Workboat, overall length not more than 7 metres, propulsion single or twin diesel, total power approx. 100 hp. Full details and price to White Fish Authority, Industrial Development Unit, St. Andrews Dock, Hull HU3 4QE.

WANTED dem trawler motor, about 30ft, steel or wood, must be excellent condition. Engine engine preferred, state equipment and price. Box No. 298.

WANTED MFV's about 75ft, not more than four years old. Full details with general arrangement, drawing or photo essential with price and availability to Brokers Department, Kamps Shipyard Ltd., Quayside Road, Southampton.

GOOD price paid for quality built and equipped Scottish Trawler/Solmar, 40ft/50ft, Gardner or Kelvin, not more than 16 years old. Telephone 0726 424231 immediately.

WANTED MFV 57ft/64ft, overall, must be sound with good engine. Write D. Seago, 300 Hurley Road, Chendlers Ford, Eastleigh, Hants., or telephone: Chendlers Ford 66128 evenings or weekends.

WANTED 26ft, to 35ft, Fishing Trawl Boat, £1,500 to £2,000. Must be in good condition throughout. Telephone Sturges 490 (Devon).

MB approx. 38ft, x 12ft, x 3ft, suitable passenger and fishing parties, price and particulars to Box No. 310.

WANTED 50/55ft, MFV 95/150hp, £3,500 for sound vessel less than 20 years old. Box No. 312.

SEA SURVEYS, 25 North Road, Bristol BS4 5AD. Prompt professional surveys, valuations and advice on new safety and stability rules. All types, anywhere. Bristol 43322, 124 hours.

Death collision 'engineer drunk'

A FEW hours before Aberdeen's *Venture* rammed another Aberdeen trawler, *Ben Turbert*, the man in charge of the engines was said to have drunk a half bottle of whisky and two or three cans of beer. This was stated at Banff Sheriff Court this week.

The second engineer of *Aberdeen Venture*, William Cormack (35), and his skipper, John Morrice, are appearing on trial on a charge of culpable homicide following a collision between the ship and *Ben Turbert*, off the entrance to Peterhead Bay last November.

Two men on *Ben Turbert*, second engineer George Lemmon (54) and deckhand John Greig (50) died when she sank.

Cormack and Morrice are each accused of gross recklessness. Cormack is charged with failing to ensure his engines were completely manned and that he failed to advise his chief engineer when his telegraph was not obeyed or that he failed to alter course or abandon his plan to go alongside *Ben Turbert*.

Cormack, who also denies the charge, is accused of taking up watch in the engine room while under the influence of drink and falling to orders from the bridge.

Both men also deny committing the act which was likely to cause destruction to their boats and injury to

members of the crew contrary to the Merchant Shipping Act (1970). Cliff Humphrey (25), mate of *Aberdeen Venture*, told the jury how he travelled in a taxi to Aberdeen with Cormack, he said. "He was taking the drink in the car, he had a half bottle of whisky and three or four cans of Export. He drank most of it."

Mr. Humphrey then told how, as they were about to manoeuvre alongside *Ben Turbert*, several orders were telegraphed down to the engine room without response.

He said: "As the distance between us closed, the skipper rang slow ahead or stop on the telegraph. There was no answer. We were about a mile off *Ben Turbert*."

"We both looked at the telegraph, and I passed a remark like 'come away Tom' or something like that."

He thought that the chief engineer, Tom Brown, was in the engine room. He then went on: "I gave the telegram a double ring, either slow or stop, there was no answer again. I rang the telegraph again and it was answered, the engine slowed down."

"They were about half-a-mile off the other trawler, then the skipper rang half astern, or slow astern, or full astern, but nothing happened," he said.

"Then he gave the telegraph a ring for half astern. He then swung the wheel hard to starboard, but because the engine had been stopped the boat was slow to answer. We hit *Ben Turbert*," he said.

As the other boat began to sink, Mr. Humphrey dived fully dressed into the sea and dragged *Ben Turbert's* mate, Polish-born, Boguslaw Kluzniak, to safety.

Although the engines had been stopped, Mr. Humphrey said the boat was still travelling at a good speed when it struck *Ben Turbert*. Earlier in his evidence, Mr. Kluzniak

SMACK RACE

From page 5

Kole, with *Hymacanth* a very close pursuer into 4th place. When all the smacks were assembled they were locked into St. Katharine's Dock. Many of the craft ran their bowsprits in (and very smartly too), but even so some had to wait outside in the river for a second lock. The first lock took an uncommonly long time to reach a level, considering the state of tide.

The reception was held in the Yacht Club at St. Katharine's, where the crews enjoyed oysters, sandwiches and Guinness under better conditions than in previous years, when the reception had been held at Billingsgate.

The smacks also had a safe place to lay overnight, and did not have to consider Tower Bridge opening time when getting away.

Although Billingsgate is the more appropriate place for the reception, St. Katharine's has a number of practical advantages, and it is to be hoped that it will be possible to hold future receptions in this old dock, now a marina, and to berth the craft there.

Air Commodore Vaneke of the Fishmongers' Company presented the first prize, an ornate Victorian trophy on loan from the Fishmongers' Company which is held by

Two die in fire

TWO MEN died early on Sunday morning when the cabin of their fishing boat filled with smoke while berthed in Fraserburgh.

It is believed the two men, Ian MacDonald (29) engineer, and Roderick McLean (29) cook/deckhand, fell asleep while watching television and failed to notice the smoke.

Trevor Summers (17) tried to save the men when he noticed smoke billowing from the boat *Ocean Venture*, as he walked past. He ran aboard and started shouting but got no reply, then he tried to get inside but there was too much smoke.

Trevor Summers then tied a burning rag to the boat to attract the attention of someone in the watch but and then set off to get the fire brigade.

Skipper of *Ocean Venture*, Gill Summers, says he has no idea what happened, but believes they fell asleep while watching the late night film on TV as they made no move to get out.

A police spokesman said they were investigating the cause of the fire. There were no suspicious circumstances.

Breakfast with 'Ted'

AT ONE time TV star David Frost was famed for meeting well-known personalities over breakfast. Now, it seems he is being superseded... by a Scottish skipper.

Before he opens *Catch '76* in Aberdeen next Wednesday, former Prime Minister Ted Heath is to have breakfast with Anstruther skipper, David Smith, on board his new seine netter, *Argonaut*.

Always very Conservative, Mr. Heath's breakfast order: just two boiled eggs.

EEC MOVES TOWARDS 30-MILES

EXCLUSIVE fishing rights up to 30-miles in special areas are to be considered by the EEC. Although this falls far short of demands by British and Irish fishermen, it is an improvement on the 12-mile coastal zones which most of the community members have been insisting on.

This new thinking has emerged from a group of EEC fisheries experts who have been meeting through the summer break to draw up plans for a new policy. This will be needed when international fishing limits are

certain to go out to 200-miles. The failure of the Law of the Sea Conference also looks like accelerating an EEC decision to announce a 200-mile limit, which could be in force by January 1. A declaration of intent is expected from the EEC by the end of the month.

Faced with strong British and Irish opposition to 12-mile exclusive zones, the Commission's fisheries experts are now reported to be preparing to concede special areas up to 30-miles out.

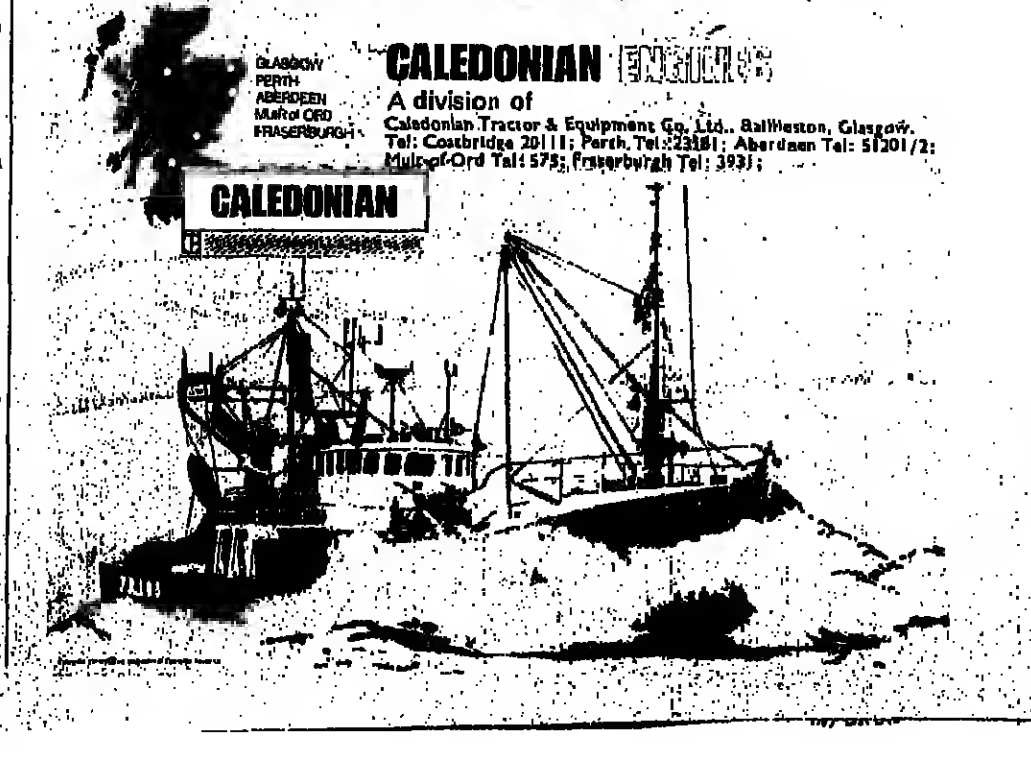
Whether the Commission members, and finally member Governments, endorse the advice of their experts remains to be seen. Strong opposition to such a move would be expected from France and Germany.

The early announcement of a 200-mile limit by the EEC is of vital importance to the British deep-sea trawling industry.

Power where it's needed.

If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler 'Aquila'. Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been sailing in Scotland these past 25 years.

Is the follow-up after sales service which Caledonian supply for all Caterpillar engines and equipment. Whether you're buying a new vessel or re-powering, ask Caledonian for details of Caterpillar Marine Diesel Engines. You can fit 85 h.p. to 1125 h.p. in the main to auxiliary range of engines.



Lowestoft scheme at half-way stage

A £3 MILLION scheme, designed to make Lowestoft one of the most up to date fishing ports in Europe is now entering its second stage.

The project will modernise the landing quays, service roads and auction processing premises as well as improving berthing facilities to the Hamilton Dock for the in-shore fleet.

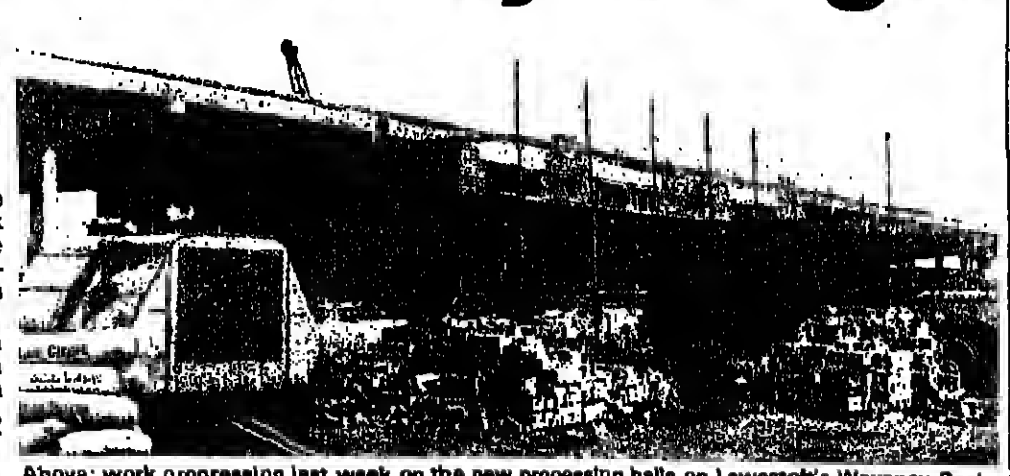
The first part of the scheme — major sea defence work between the harbour entrance and the coastguard station — cost about £300,000 and was completed last year.

A new welded steel caisson for the dry dock, replacing a wooden one which had been in use for over half a century, was also provided in the inner harbour.

The second stage includes a substantial amount of steel piling along the edge of the trawl dock and Waveney dock, widening and strengthening the service roads, new auction halls and processing buildings on the south side of the Waveney dock.

The scheme was first announced in 1973. At that time the docks manager, Bob Owen, said the harbour docks were built mostly between 1850 and 1902 "primarily to meet the needs of the herring fishing."

"But the whole pattern of fish catching and handling has changed completely over the years," he said. "Several years of careful study and planning have gone into the scheme — it is badly needed and shows our faith in the future of the fishing industry at Lowestoft."



Above: work progressing last week on the new processing halls on Lowestoft's Waveney Dock.

UNDERSEA CABLES

From page 7

Post Office's Marine Division, who has responsibility for cable protection, emphasised that foreign leomars are the principal breakers of cables.

However, scalloping gear is another threat, and he was hoping to arrange a meeting with Newhaven-based scallop boat skippers to explain the hazards of catching a cable, as a new cable was recently laid in the area between Cuckinera and Couraallee, France.

Mr. Aitken said that routes are carefully surveyed in the hope of avoiding fishing grounds, but fish breaking

grounds can change and move to the vicinity of a cable.

Mr. A. Fulton, chief cable officer of Monorch, told *Fishing News* that about the end of April, while engaged on a repair to the Covahithe Kotwijk cable, he saw the area chock-a-block with plankton. This attracts fish and fish attract trawlers — and is probably one of the reasons for the high incidence of faults in this cable.

Some cable aboard *Monorch* was 1.4ft armoured cable, which looks rather like a hose. It has a maximum bending radius of 31 metres and a breaking strain of about 40 tons. Catch that in your gear and you're in trouble.

"Try and cut it free and the electrical charge could cause you to disappear in a cloud of smoke."

The solution is not to catch it. With the aid of the special charts provided, it is possible to keep clear of cables. If you snag one, the Post Office asks that you slip your gear (with a buoy on it to mark the spot) and report the fact to them.

You will then be compensated for its loss, although compensation is limited to the value of the gear. However, this is all that can be really assessed, for although you could have lost a load of prime fish, it could equally have been a net full of rubbish!

EEC fund: Doggers swing into action last date

A REMINDER has been issued by the Ministry of Agriculture, Fisheries and Food to prospective applicants for grants under the 1977 assistance programme from the EEC FLECA fund.

The closing date for receipt of applications in the appropriate departments is November 22, 1976.

Applicants in England should write to: MAFF, General Agricultural Policy Division 11, 49/53 Parliament Street, London SW1A 2NL. For Wales: MAFF, Welsh Department, Pils Crug, Aberystwyth, Dyfed, SY23 1NG. For Scotland or Northern Ireland: contact the appropriate Agricultural Department in Edinburgh or Belfast.

TWO distant water trawlers landed for the Hull market on Monday and both grossed over £50,000.

BUT's *Portia* (Skipper T. Green) made £53,737 for 2,043 kts caught in a 23 day trip to the Icelandic coast, and Boyd Line's *Arctic Cavalier* (Skipper P. Garner) made £51,034 for 2,110 kts.

BACK ON THE RAILS AGAIN

AFTER a year under repair Grimsby fish dock's number three slipway, which also provides access to number one, two and four side-slips, will reopen shortly.

The complicated job has involved the complete renewal of the slipway rails and foundations from the stern of the dock to the waters of the dock to a depth of several fathoms.

The underwater work has been carried out by a team of divers, at times working almost by touch in very muddy conditions.

A trial slipping was scheduled for this week and, provided no snag arose, the

slipway will resume normal work.

Next the job for the contractors is a similar exercise on the number six slipway rails, but they hope to complete this task in a shorter period because of knowledge gained working on number three slipway.

The vessel was at sea for 10 days before returning with 510 kts, including more than 400 of dogs, which sold for £7,963 — her biggest grossing since arriving at the port from Aberdeen.

There was also a good grossing for another former Scottish trawler, *Granton Osprey* (Skipper D. Noble). She worked the Scottish grounds before returning with 281 kts, including 45 of cod.

GRIMSBY'S inshore dogfish lining fleet swung back into action again last week with several good landings only to find the market suffering from a slight fall off in demand, with prices sliding in isolated cases to as little as £18.08 per kt.

This followed a blank spell due to big tides and poor fishing. Then just when it seemed a recovery was getting well under way, with prices lifting back towards the £19 to £20 mark at the weekend, the weather turned sour and a series of gale warnings forced vessels to head for home.

Nevertheless, in spite of these difficulties, plus the four-day week due to the Bank Holiday, four vessels, all of them, managed to landings and three others, just one.

Two of these were Chapman vessels, while *Gealochd Milla* — the only Grimsby in-

shore to land — sold her catch under the Tons Slight (F.S.) Ltd. banner as usual.

Skipper Dennis Jewitt in *Tradition* put in the top performance with 235 kts split over two landings, before returning to Bridlington, and there were also impressive three-figure landings from the two-trippers *Betty* (Skipper Teddy Jones) and *Wellepring* (Skipper Harvey Holbrook).

Skipper Alex Simpson, who commands the vessel, has had a series of good trips from the area and last week's landing of 227 kts sold for £5,110.

On the same day *Picton Seolion* (Skipper Trevor Salter) returned from the same area, landing 178 kts which sold for £4,357.

Between them the vessels landed a total of 120 of cod,

135 of haddock, 10 of roker and 10 of dogs, which sold for £4,832.

This, like that of *Boston Sea Hawk*'s, was the vessel's biggest grossing since arriving at the port.

It was *Rosevear* which provided the highlight in the nearwater section. This Ward vessel was at sea for only nine days before returning with 230 kts, including five of hake, 25 of cod, 70 of haddock, 10 of coley, 10 of roker and 30 of dogs which sold for £4,764.

In contrast, one of the firm's other vessels, *Forwards*, was forced back to port after only six days with 80 kts which sold for £1,461.

All the local nearwater vessels, apart from *Boston Sea Hawk*, found the tide of the Manx dog fishing fields, but what they did manage to catch found a good market.

A SECOND World War *Moussischmitt* engine (above) has been found following a report of an obstruction by a fisherman working near the South Bank Boom Light off the Isle of Sheppey. The "fisherman" was first reported to Bill Gifford, harbour controller of the nearby Queenborough, Creek, who then reported it to the Medway Ports Authority. It was later lifted by the authority's *Medway Rhino* and

after the mud and weed had been cleaned off it was identified as an engine from a German 108 fighter built around 1940-1. The engine has now been donated to the *Alfred Museum* at Hoo-on-Swale, according to experts. It is a very good condition considering it has spent over 30 years under water. It is the only one of its kind in the area and the crane-lifted engine is completely undamaged.

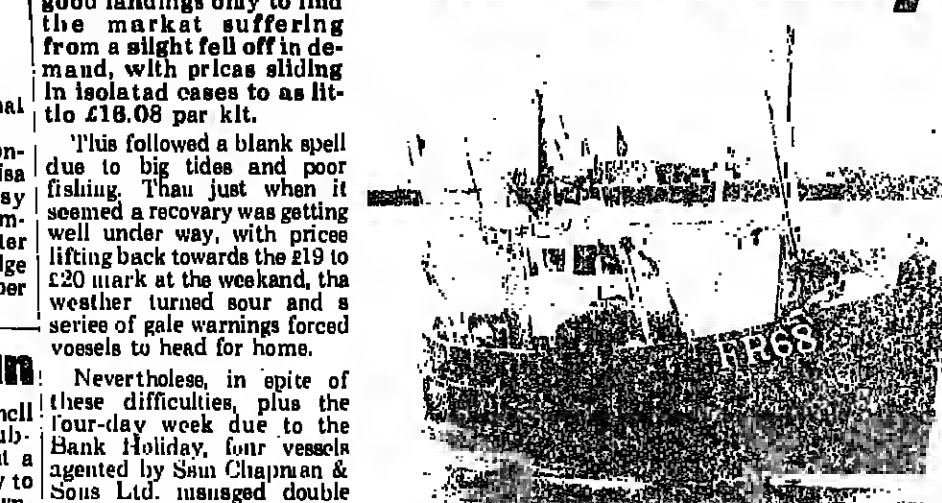
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... prices slip back at Grimsby



Barty landed a good catch of dogfish at Grimsby last week. She is skippered by Taddy Jones.

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shore to land — sold her catch under the Tons Slight (F.S.) Ltd. banner as usual.

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Between them the vessels landed a total of 120 of cod,

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This, like that of *Boston Sea Hawk*'s, was the vessel's biggest grossing since arriving at the port.

It was *Rosevear* which provided the highlight in the nearwater section. This Ward vessel was at sea for only nine days before returning with 230 kts, including five of hake, 25 of cod, 70 of haddock, 10 of coley, 10 of roker and 30 of dogs which sold for £4,764.

In contrast, one of the firm's other vessels, *Forwards*, was forced back to port after only six days with 80 kts which sold for £1,461.

All the local nearwater vessels, apart from *Boston Sea Hawk*, found the tide of the Manx dog fishing fields, but what they did manage to catch found a good market.

A SECOND World War *Moussischmitt* engine (above) has been found following a report of an obstruction by a fisherman working near the South Bank Boom Light off the Isle of Sheppey. The "fisherman" was first reported to Bill Gifford, harbour controller of the nearby Queenborough, Creek, who then reported it to the Medway Ports Authority. It was later lifted by the authority's *Medway Rhino* and

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SANDEEL MEN FISH INSIDE 3 MILES

SHEPHERD'S inshore trawlers continue to fish illegally inside the three-mile limit for sandeels which gather there during the summer. Without these sandeels they say they would have to tie up their boats last week 80 per cent of the catch in Scotland was sandeel — over 25,000 cwt. worth — worth £50,000. The fishermen are seeking talks with the Department of Agriculture and Fisheries to allow them to fish legally inside three miles.

Rosevear tops Milford market

MILFORD Haven had its best grossing for some time last week when the *Rosevear* returned to port from the northerly grounds.

Skipper Alex Simpson, who commands the vessel, has had a series of good trips from the area and last week's landing of 227 kts sold for £5,110.

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Mackerel factory ship plan is turned down

PLANS to build a factory ship to King Harry Ranch, on the River Fal, Cornwall, for the winter mackerel season have been delayed for 12 months because the district council will not give permission.

The factory ship *Mini Muri*, flying the Japanese flag, is chartered by Frolox International Ltd., of the Anglo-Libarian Meaurado Group of companies through Cornish Shipping Ltd., of Falmouth.

It wants to moor the ship in the sheltered estuary for six months beginning November 1 to freeze-trawl mackerel for export to West Africa.

The 4,258-ton ship would export in consignments of 2,000 tonnes and this would be handled by small refrigerated ships which would take on the cargo directly from the fish factory.

Cornish Shipping claims that *Mini Muri* would be owned by British trawlers, including those from Cornish fishing ports, and enable the fishing industry in the south west to be expanded and at the same time increase exports.

Trarick District Council, the authority responsible for moorings in the River Fal, where large tankers lay idle because of lack of work, say there would be a number of factors to be considered if permission was granted.

Because of these factors, which include the disposal of effluent, permission cannot be granted this year.

Problems of servicing the vessel also arise, say the authority. Although trade could be brought to the area, and employment provided for more than 30 full-time workers, approaches to the beach are somewhat restricted in size.

When considering the application last week, Trarick Council said it would not completely shelve the idea, but consider such moorings in the following year. It was stated that it would be going to ignore such a possibility, because foreign ships could easily moor at sea, and therefore, take trade away from the shore.

There were also objections that the ship would accept surplus catches from local fishermen who would then have somewhere to dispose of their fish if EEC quotas became glutted.

Managing director for Curlew Shipping, Mr. A. M. Bell, said last week that he had received approval of the scheme from the Home Office and Ministry of Agriculture, Fisheries and Food. He had also received congratulations from local fishermen.

He said the ship would be a 4,258-ton ship, flying the Japanese flag, and would be owned by British trawlers, including those from Cornish fishing ports, and enable the fishing industry in the south west to be expanded and at the same time increase exports.

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South west end for the south west fishermen.

Although the authority's decision was not taken lightly, Cornish Shipping are now preparing an appeal. It hopes to make the full council reverse the decision when it meets later this month.

Mr. Bell said although the crew of the vessel would be mainly Japanese and Thai, the workforce would be totally local labour. The 498 ft.

The factory ship will give opportunities to many local trades people, and would be serviced out of Falmouth. Effluent disposal would be by purpose-built vessels now waiting for orders.

"If this went ahead, it could lead to an increase in the fishing industry in the

Council say 'no' to fish plant extension

PLANS to extend a fish processing factory in Buckle have run into trouble. They have been turned down by Trarick District Council's planning and development committee in their present form.

But the committee feels it is a business which should be encouraged to develop. It agreed that further discussions should be held with Mr. Eckersley, who operates the factory in Low Street, with a view to solving the problems.

These concern traffic obstruction, noise from the running of refrigerated units in containers parked in front of the works, and waste water containing fish offal being discharged into the street.

It is claimed that the proposed extension would have provided up to 50 new jobs.

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These concern traffic obstruction, noise from the running of refrigerated units in containers parked in front of the works, and waste water containing fish offal being discharged into the street.

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TRAWL BOARD PARTNERS SET UP SHOP

A NEW partnership has been formed at Fleetwood to manufacture trawl boards. The members are brothers Cliff and Jack Davies, net manufacturer Denis Howard, Harold Graves and George McKay.

They have set up shop at the old curia mill, one of Fleetwood's oldest buildings. But there is little ancient about the site now. The interior of the building has been torn out and a new extension added which provides a total of 2,700 sq. ft. of factory space.

Distribution agents for the partnership, which will make trawl boards and mid-water trawl boards, will be the Boris Net Co. It already has

more than 20 orders for doors from buyers in Britain and Ireland.

A spokesman for the partnership said: "We are already negotiating for other orders and hope to break into the foreign market." He added: "We will be taking on about five men at the outset and hope to build from there."

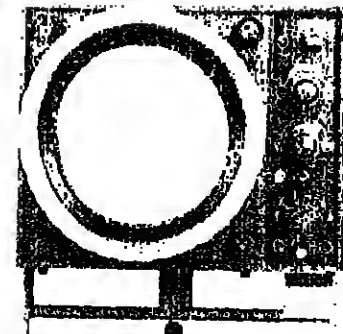
CORRECTION

IN a description of the seine netter *Argonaut IV*, August 21, *Fishing News*, it was stated that the rope storage reels supplied by Fishing Hydraulics had a capacity for 7 coils of 3in. rope. This should have read 15 coils of 3in. rope.

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September 10, 1976

FISHING NEWS

BIG 'RED' FLEET HITS MACKEREL

OVER to big Rumanian and Russian trawlers are fishing about two miles outside the limit off Start Point. Earlier this week, *Kangfisher* was waiting off Sandown, Isle of Wight, where local fishermen say that a French trawler is deliberately lifting their pots.

The crew of *Kangfisher* have been trying, with some success, to trace the crab gear which local fishermen claim has been towed away by foreign vessels. One Mervynsey boat, *Britannia*, is reported to have lost gear worth £2,000.

When members of *Kangfisher's* crew boarded the Eastern European vessels, the foreign fishermen said they had no idea of the crabbing areas. They were quickly supplied with co-ordinates.

There was the same story from a French bottom trawler, which was found to have crab pots on deck. These were returned to the Dartmouth vessel *Amouda*.

Most of the Rumanian and Russian trawlers are fishing about two miles outside the limit off Start Point. Earlier this week, *Kangfisher* was waiting off Sandown, Isle of Wight, where local fishermen say that a French trawler is deliberately lifting their pots.

Deckie lost

GORDON Reid (19), a deckhand on the Buckia seine-netter *Scaforth*, was lost overboard on Wednesday last week.

His father, Sye Reid, is also a member of the crew of *Scaforth*, but he was holidaying in Shetland when his son was lost.

Scaforth had been fishing 152 miles north-east of Peterhead when the accident happened and attempts to recover Mr. Reid were unsuccessful.

Two fined after collision deaths

THE skipper and second engineer of Aberdeen *Venturer*, which collided with the trawler *Ben Tardier* off Peterhead Bay last November killing two crewmen, have been found guilty of culpable homicide.

John Morrice (42), the skipper, was fined £250 on the culpable homicide charge and £75 on another charge of failing to ensure the safety of his ship and crew, contrary to the Merchant Shipping Act 1970.

Morrice had denied gross reckless neglect of duty prior to the collision in which two crew members of *Ben Tardier*, George Lemon and

John Greig, were drowned. Second engineer William Alexander Carmack (35), who denied failing to respond to orders telegraphed by the engine-room because he was drunk on duty, was fined £100 on this charge and £175 on the culpable homicide charge.

'Carried on'

Morrice told the Banff Sheriff Court that he rang down four signals from the bridge to the engine-room before he received an acknowledgment, and that instead of going astern as ordered, his vessel carried on and ploughed into the starboard beam of the stationary

side trawler *Ben Tardier*. Passing sentence, Sheriff T. M. Crean told the accused that other people on the boat should take a share of the blame. "I take into account that there was obviously joint fault involved. Moreover, from the evidence, it would appear that you two were not the only persons culpable."

The sheriff said fines should not be regarded as a measure of blame attached to each accused. He considered Carmack more culpable than Morrice. "The fines are imposed on the ability to pay."

Mr. W. M. Reid, advocate, Edinburgh, agent for Carmack, said it was quite clear that at least three of his superiors knew his conditions before he was put on watch. He had not worked since the collision.

Certificate

In his summing up, Mr. Reid claimed the chief engineer put Carmack on watch in the full knowledge he was under the influence of drink.

John Farquharson, solicitor defending Morrice, said he was a man of excellent character, and that the verdict would not necessarily have been the end of the matter for him. As one would expect there will automatically be proceedings elsewhere concerning his certificate.

Mr. Farquharson pointed out that, although the skipper remained in overall command of the ship, he was entitled to delegate responsibility to his subordinates. Through no fault of his own, he knew nothing about the condition of the ship until half an hour after the boat put to sea from Aberdeen. Following the verdicts, the Department of Trade has now to decide on whether it should hold a formal inquiry.

Harbour wall 'could treble port's fleet'

BRIDLINGTON could be the fishing port of the future with a fleet of 200 vessels — if only there was an additional harbour wall.

This, and other high hopes for the future of the port, were expressed at North Wales Council's Policy and Resources Committee last week.

It was agreed that council representatives should meet Bridlington Harbour Commissioners to discuss fishing industry problems as they affect Bridlington.

Coun. Des Connolly, who has looked into the problems and attended meetings on behalf of the authority, said the port could offer enormous scope for the future.

"Bridlington could be the fishing port of the future if only we had the chance to double or treble the size of our fleet. We only want one wall and it makes another harbour," said Coun. Connolly.

Side-fisher brings in new port record

TWO OF Fleetwood's remaining side trawlers working Icelandic grounds stole the limelight of the port last week by landing some catches.

The 14ft. *Boston Express* (Skipper Bill Anderson), in 1965 as Aberdeen *Ephor*, recorded a new high for a Fleetwood side trawler when she returned from Iceland with 1,850 lbs. of cod and codling, worth £3,219.

There was also a new grossing for the 16ft. *Rever* (Skipper Ben McLoughlin). She returned from Iceland with 1,237 lbs. including more than 1,200 cod, which sold for £247. This is the highest gross ever made by a Fleetwood side trawler.

Apart from *Boston Express*, there were only four other distant water landings during the four-day week. All came from Consolidated Fisheries and included two White Seas trips from Carlsk and Billingham.

Carlsk (Skipper Jimmy Hanson) was the pick with 1,520 kits, but was only just clear of *Aldershot* (1,377 kits) and *Williamson* (1,375 kits).

However, for price per kit no one could match the

September 10, 1976

GRIMSBY KEEPS UP RECORD-BREAKING RUN

THE mid-summer run of record-breaking trips continued at Grimsby last week when *Boston Phantom* (Skipper Tom Smith) scored with a new company best-over grossing for a 142-footer with £43,019 from 1,707 kits after a 22-day Icelandic trip.

Catching the market after the Bank Holiday her catch, nearly all codfish, averaged 24.7lb per 10-stone kit, over 11 per kit more than *Ross Revenge* made with her national record the week before.

Boston Phantom scored a company best over grossing, 27.4lb averaged by Port Vale Skipper Patric Haney from a 20-day Icelandic run which grossed £29,554 from only 1,055 kits.

All the distant trips were predominantly cod and codlings with a very low proportion of roughs. Additionally Port Vale got among some haddock and included over 120 kits which sold very keenly.

Best catch and grossing

Landing dues up at Fraserburgh

TO HELP pay for the £1.25 million harbour deepening scheme at Fraserburgh, white fish landing dues are to be increased as from October 1. The increase will be from 2.5p to 2.7p in the £.

The decision to raise the dues was made last Friday when Fraserburgh Harbour Board accepted its finance committee's recommendation that it implement the increase, which was included as one of the conditions of obtaining finance for the deepening scheme from the Department of Agriculture and Fisheries.

For the nine months up to the end of July the value of white fish landed at Fraserburgh totalled £3,908,084, an

increase of £467,157 on the corresponding period of the previous financial year.

'MONARCH' BRINGS HOME TOP CATCH

THE TOP Aberdeen stern trawler *Grampian Monarch* broke the record landing for her home port with 2,867 cwt. of fish which made £41,529.

The vessel, skippered by Bob Catto, completed a 16 day trip to the Icelandic grounds. At the first sale, 1,780 cwt. of fish from her catch fetched £25,000.

The previous record of 2,388 cwt. was made by the stern trawler *Ben Lui* in December last year. *Grampian Monarch* is owned by George Craig & Sons Ltd. Pat Lynch, managing director of North Star Fishing Co. which manages the vessel, said: "We are very pleased with this achievement. It's a record for the skipper and crew who have gone through three cod wars."

Salmon flown in for tasting

FARM salmon flown from Bergen was on the menu at the Norwegian Trade Centre in London on Wednesday last week when the firm A/S Mowi presented its products to a group of fish merchants and journalists.

The largest farmer of salmon in Western Europe, Mowi sells about 500 tons of fish a year to France, Germany, Italy, Spain and Switzerland. It began to export to Britain earlier this year and deliveries soon reached 3,000 lb. a week.

The Mowi operation is carried out on four sites in west Norway — two for the catching of young salmon in fresh water and two for growing these salmon to marketable size in salt water. The first stage lasts about a

year and the second, a year to two years.

From the hatcheries, some 450,000 salmon at smolt stage are produced in a year for transfer to salt water. For this, Mowi has developed a method which is claimed to reduce handling risks. It makes use of large plastic containers, immersed in salt water, and with the water supply constantly renewed.

In effect, the smolt swim against a current out into their salt water enclosures. Sited on the island of Sotra, the two enclosures are in natural water areas where water movement is accelerated by pumps and where the salmon are kept in by gratings at each end. Total output is 900 to 1,100 metric

tons of salmon every two years.

Outlining the advantages of farm salmon, Mowi's managing director, Thor Mowinkel, said these included the regular supply of fish of a guaranteed quality, free from seasonal restrictions. Mowi presently supplies its salmon from September to April and the firm plans to expand production to cover the whole year.

"Farm salmon," he added, "is in every respect the equal of wild salmon. It is also available fresh at all times and fish harvested in Norway on Friday can be at Billingsgate early on Monday. This opportunity of buying fresh stock every week means that customers can avoid the burden of heavy capital expenditure."

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All the main marine engine manufacturers will be represented and there will be plenty to see in the electronics field. Boat builders and designers will vie for attention and a representative selection of dock and fishing gear will be on view. Visitors specially interested in the processing and handling side will find a quality showing of machinery and methods to claim their attention.

Overseas participation includes exhibitors from Spain, Belgium, Denmark, France, Germany, Holland, Iceland, Norway, Sweden and the U.S.A. All in all this will be one of the best fishing shows ever to be seen in Scotland.

Special features include:
- Aerial fishing display
- Live fish auction
- Boat building competition
- Fishing gear competition
- Fishing tackle competition
- Fishing tackle competition
- Fishing tackle competition

EXTRA:
Sponsored by the Scottish Fish Producers' Association, a two-day Fishermen's Conference will take place in Aberdeen's Deacons' Hall during the Exhibition period.

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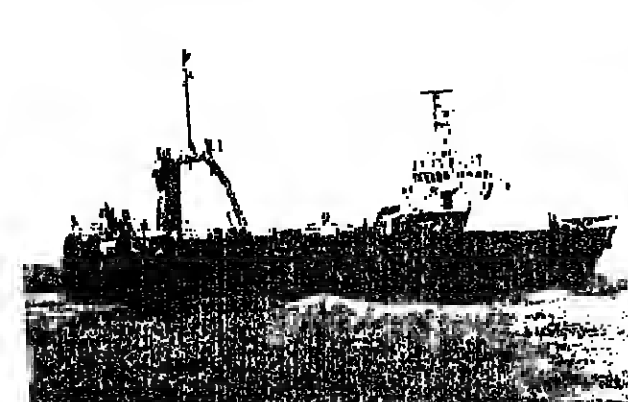
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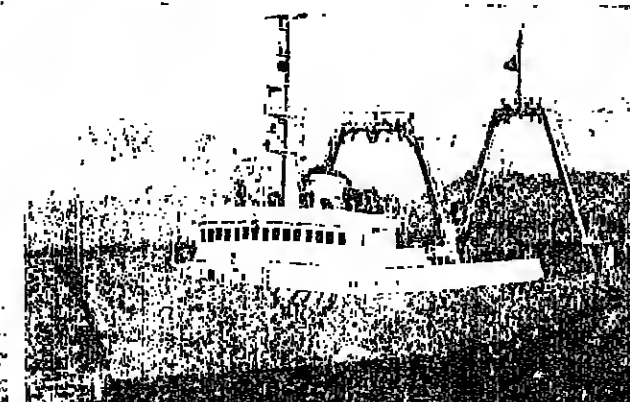
'VELIA' built by Richard Dunston for J. Marr & Sons. EZSL8 engine developing 1250 bhp at 1000 rpm.



'COURTENAY BAY' Canadian motor trawler fitted with 660 bhp ERS8MGR3 engine and gearbox.



'DANE' factory stern trawler built by Brooke Marine for B.U.T. KMR7 Major engine rated 3245 bhp at 525 rpm.



'VIGRI'. Built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 450 rpm.

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September 10, 1978

FISHING NEWS

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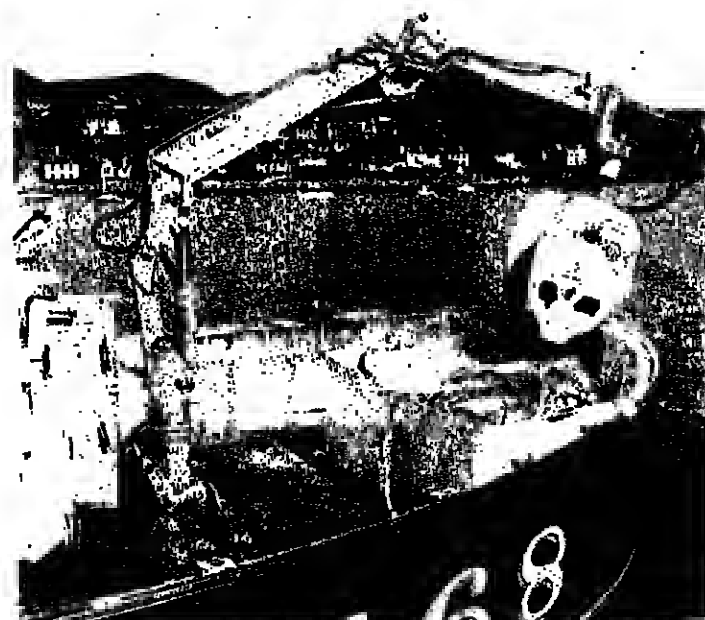
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September 10, 1978

Newlyn meal plant plan hits trouble

WITH building of a 250-ton-a-day meal plant and fish processing factory underway at Newlyn, Cornwall, the project has hit planning problems.

Western Fish Products Ltd. of Bridport, Dorset, now has to submit a composite planning application for its proposed fish processing plant at Stable Hobbs, Newlyn.

This was revealed in a statement by John R. Eley, the council's chief executive,

issued following a special meeting of the council earlier this month.

Western Fish Products, which acquired the Stable Hobbs works in 1975, has been proceeding with the development of the site with the intention of processing fresh fish and fish meal using 250 tons of fish and fish offal daily, the statement pointed out.

Although four applications have been made for planning permission for building works which are being undertaken, the company considers that it does not require planning permission for the use which it proposes, in view of an alleged established use based on the history of the works," stated Mr. Eley.

"The company was invited to submit an application for an Established Use Certificate and after examining the application and the supporting evidence the council resolved by a substantial majority to refuse to issue a certificate.

"This means that the company requires planning permission for the proposed use of the site," Mr. Eley added.

In addition, the council resolved to refuse the four applications for planning permission relating to the building works which are proceeding and to serve Enforcement Notices and Stop Notices to control the breach of planning control which is involved.

"The council also decided

that the available information on the history of the site, and the company's proposals, indicated an intensification of use which would amount to development for which planning permission would be required in any event.

"In coming to these decisions the council was mindful of the employment and economic potential of the company's proposals which would have to be balanced against the possible damage to the environment which might be caused by the processing of fish."

Mr. Eley stated: "The council has not set its face implacably against the establishment of the factory at Stable Hobbs, but it is unwilling to commit itself to approval until it has had an opportunity of balancing the advantages and disadvantages which would result."

"The only hope was that this can be done by the submission of composite planning application by the company, and although such an application was invited on August 13, 1978, the company has indicated that it is not prepared to co-operate."

The morning after the council meeting, however, and after the preparation of the statement by Mr. Eley, it was announced by Fenwith council that, without prejudice to any right of appeal, the developers had indicated they were now prepared to submit a composite planning application.

OBITUARY

THOMAS PERCY GREENAWAY (75), superintendent marine engineer in Grimsby trawler owners Consolidated Fisheries Ltd. until he retired in 1967, died in hospital at Grimsby after a short illness on August 30.

Mr. Greenaway had a long and much respected association with the fishing industry in Grimsby. Before joining Consolidated Fisheries in 1950 he was a senior instructor at the old Grimsby Nautical School in Orwell Street.

The school turned out streams of fine fishermen before, during and after the 1939-45 war with very limited practical aids, compared to the present set-up, and a tiny staff of extremely versatile teachers.

He is survived by his wife and two married daughters.

CHARLES FLETT, a former Aberdeen trawler skipper, has died at the age of 76.

A native of Findochty, Skipper Flett served on herring drifters before he moved to Aberdeen where he switched to trawlers in the early 1930s.

He gained his skipper's ticket in 1937 and sailed for a number of companies until he retired in 1968. He died at Aberdeen House, Tillydrone.

Guernsey enjoys shellfish boom

GUERNSEY fishermen landed catches worth an estimated £750,000 in 1975, states the Island's Sea Fisheries Committee in its annual report. This is an increase of £250,000 on the value of catches in 1974 and 1973.

Shellfish alone accounted for £329,300 worth of the total fish and spider crabs valued at £144,700 were exported — the majority to France.

LOBSTERS followed, valued at £88,600. Then came crabs valued at £88,000 and crawfish, £2,700. Other exports included scallops and queen scallops.

After a bad winter season in 1974-1975 and the collapse of the scallop market, the industry turned the corner. Value of total landings for 1975 were over eight times that of 1970.

Taking into account the reduced value of the pound sterling, fishermen had to catch nearly twice as much fish in 1975 as they did in 1970 to earn the same amount of money in real terms.

The creation of a new retail outlet improved the industry's shore facilities but the future development remains inhibited by the absence of a properly equipped fish quay.

The report emphasises that since the establishment of the Island's Sea Fisheries Committee, there has been an increase in demand for prime fish.

TOW FAILS TO SAVE 'GIRL ITA'

THE Bridlington keel boat *Girl Ita* sank three miles out of Bridlington last Wednesday afternoon after springing a leak.

The vessel, built in 1937, was one of the oldest fishing boats in the harbour and was owned and operated by Roy Skelton of Flamborough.

Skipper Artley said that a leak was discovered in the boat when it was about 12 miles off Flamborough Head. *Girl Ita* had been fishing since dawn and Skipper Artley had led to another Bridlington boat *My Rose*

which was less than a mile away. She took *Girl Ita* in tow and headed slowly back to Bridlington.

The pump on *My Rose* was used to try and empty *Girl Ita* but three miles from Bridlington *Girl Ita* went under completely leaving only the top of the mast visible above the water.

Skipper Artley and his crew saved some of the equipment but all the fixed electrocution and other gear was lost.

The following day divers confirmed that the vessel was breaking up in a heavy swell.

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Expanding layers of water down to 480 fathoms

SIMRAD has produced a new scale expansion unit type MC, which expands any chosen layer of water between 10 and 480 fm., for operation with the EQ or EK—S sounder, with or without CI scope.

It will be demonstrated for the first time in the U.K. at the Aberdeen Fisheries Exhibition on the Decca stand (C2).

The storage unit increases the depth resolution of the echo recording by storing the echoes from the chosen narrow layer and repeating these on an expanded scale on the echogram.

The layer to be expanded can be bottom or surface locked, or the lower edge of the layer can be selected for any depth between 10 and 480 fm. The width of the layer can be adjusted in five steps from 1 ft. to 27 fm. Expanded echo signals

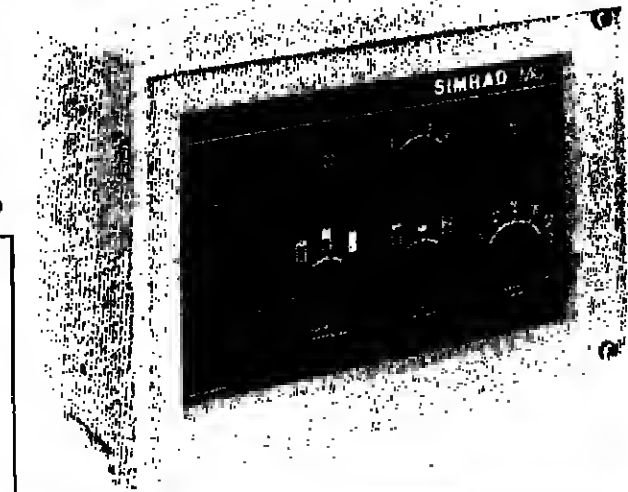
may be displayed in a choice of three different positions each representing one fifth of the paper width from the top of the paper, starting at the zero line, on the bottom portion of the paper, or following the bottom contour.

When the expanded recording starts at the top of the paper its width may be increased to one half or the whole of the paper width.

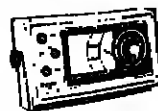
The width of the expanded recording remains constant regardless of the range selected on the echo sounder. An important feature of the

MC is that the bottom can be recorded either with its true contour or as a straight line. When coupled to the CI scope, the picture on the screen is steady, the picture being updated after each sounding. The screen height corresponds to the range selected on the MC.

Simrad's new scale expansion unit (below) can be seen at the Aberdeen Fisheries Exhibition.



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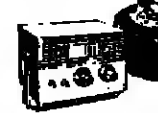
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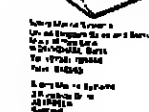
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AT AUTOMATIC PILOT



MK 7A RADAR High Resolution 32nm Range



Sperry Marine Systems Ltd. 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

SPERRY MARINE SYSTEMS

European Headquarters, Cory House, The Pines, Bournemouth, Dorset, England B12 1AA. Tel: Bournemouth 834401. Telex: 847044. Sperry Marine Systems Ltd., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

John Burgess' Log



TURN TYRES INTO DAHN BUOY FLOATS

"WE HAVE noted that discarded tyres are used for making fenders and lobster pot bases, and are also shredded to make protective blading for lobster pots.

"We have also heard that they are now being used somewhere to make mooring and dahn buoy floats.

"We can get a lot of used tyres here for next to nothing and would like to investigate methods of making them into marketable floats. Do you

know of any ways in which this can be done?"

One method of turning used tyres into marketable floats was described in America's National Fisherman not so long ago.

It consists of fitting leathers to hold the inner edges of a tyre wide open, putting the tyre in a press, filling the casing and the space in the centre of the tyre with polystyrene beads, closing the press and injecting steam into it.

The steam expands the plastic until it becomes a solid, buoyant mass firmly fixed in the casing and space in the centre of it.

Thereafter, no doubt, a dahn buoy spar or a device to take mooring chain and pick-up line is fitted in the middle of the float supported, if necessary, by stays attached to the rubber rim of it.

Presumably, once leathers have been inserted to hold the inner edges of tyre open and it has been placed in a suitable press, polystyrene foam-in-place plastic could be used instead of polystyrene beads expanded by steam to form the buoyant mass.

But this might be a more expensive method of forming it if you are going to make floats in small quantities.

In Canada and the USA polystyrene filled tyre floats are not only being used for making dahn and mooring buoys, but for floating pontoons, mussel rafts and suchlike.

If you could make them economically here, there would doubtless be a demand for them for such purposes and, if suitable, painted for use as fenders in pleasure craft.

Carapace measurement

"UNTIL I read about Welsh fishermen complaining at the price of the new gauges for measuring lobsters, I had not heard of the new measurement regulations. Can you give me details of these and of the carapace gauges which will be used by fishery officers?"

The Inshore Crabs and Lobsters Order 1976 made under the Sea Fish (Conservation) Act 1967 came into effect on March 15 this year.

Its main purpose is to introduce a statutory minimum carapace length measurement for lobsters to replace the former minimum size requirement which was expressed in terms of total length. The Order applies in England, Wales and Scotland.

Socket

Carapace measurement, as defined in the Order, is the length measured from the rear of either eye socket to the centre line of the body shell. It is the method of measurement recommended by the Lobster Working Group of the International Council for the Exploration of the Sea (ICES) and is already used in Ireland, North America and some other countries.

Statutory minimum carapace measurement for lobsters is 80 mm — approximately equivalent to the previous minimum size of 3in. total length.

Fishery officers will use triangular brass gauges verified by the Weights and Measures Department of the Department of Trade and Industry.

These have been designed to take into account possible future increases in the statutory minimum size and, therefore, provide for taking 80 mm measurements with

one side of the triangle and greater ones with the other two sides.

If you want, you can get an officially verified gauge from your local

International fishing forum

IN CONJUNCTION with CATCH '76, a major fishing conference is being staged at the Beech Ballroom, Aberdeen, on September 16 and 17.

Sponsored by the Scottish Inshore Fish Producers' Association, the Aberdeen International Fisheries Conference has attracted an impressive line-up of speakers. Registrations are still being taken for the conference and applications can be made by completing the coupon on the opposite page.

The conference timetable runs:

THURSDAY, SEPTEMBER 16
8.15 a.m. Registration of delegates.
9.45 a.m. Conference to be opened by Lord Provost Lennox of Aberdeen. Opening address by chairman, Skipper W. Hey.

TECHNICAL DEVELOPMENTS
10.00 a.m. O. N. MacLennan, Department of Agriculture & Fisheries for Scotland.
10.28 a.m. J. J. Foster, Department of Agriculture & Fisheries for Scotland.
10.50 a.m. R. Barry Fisher (USA), Gear Development on N.W. coast of USA.

11.15 a.m. Coffee.
11.30 Open Forum.
12.00 Lunch.

CONSERVATION

1.30 p.m. A. Saville, Department of Agriculture & Fisheries for Scotland.
1.55 p.m. A. I. S. Stewart, CSE, president of Scottish Fishermen's Federation.
2.20 p.m. R. Barry Fisher (USA).
2.45 p.m. O. Oriscoll (USA), International Lawyer, The NEAFC regime.
3.15 p.m. Coffee.
3.30 p.m. Peter Holmes, United Kingdom Offshore Operations Association Ltd., D/Fishing relationships.

3.55 p.m. Gilbert Suchan, MBE, Scottish Fishermen's Organisation Ltd., Herring.
4.05 p.m. Representative from Anglo-Scottish Fish Producers Organisation Ltd., Shellfish.
4.15 p.m. Robert Allen, chief executive, Aberdeen Fish Producers' Organisation Ltd., White fish.
4.25 p.m. Open forum.

FRIDAY, SEPTEMBER 17
9.15 a.m. Registration of delegates.
9.25 a.m. Chairman's opening remarks.

MARKETING

9.30 a.m. Austin Laing, director general, British Fishing Federation Ltd.
10.00 a.m. Spokesman, MacFlethers Ltd.

10.30 a.m. Sigurdur Markussen (Iceland), Sembend of Iceland.
11.00 a.m. Coffee.
11.15 a.m. O. A. Woodcock, B.Sc., trade officer, White Fish Authority, Trade and marketing promotion.
11.45 a.m. Open forum.
12.15 p.m. Break for pre-lunch informal discussions, etc.
12.45 p.m. Lunch.

FUTURE OF FISHERIES WITHIN EEC

1.55 p.m. T. R. Fraser, Scottish Liberal Party.
2.15 p.m. H. Watt, M.P., Scottish Nationalist Party.
2.35 p.m. A. Buchanan-Smith, M.P., Conservative Party.
2.55 p.m. Open forum.
3.25 p.m. Coffee.
3.40 p.m. M. Serend, EEC Commissioner.
4.05 p.m. John Tomlinson, MP (Parliamentary Under-Secretary of State, Foreign Office).
4.30 p.m. Open forum.
5.30 p.m. Close approx.

ALL ROADS lead to Aberdeen next week for the biggest display of fishing gear and equipment staged in Britain for a long time.

At 11 am on Wednesday, September 16, former Prime Minister, the Hon. Edward Heath, officially opens CATCH '76, the Aberdeen Fisheries Exhibition. The week-long show, which closes on September 21, has attracted over 150 exhibitors and the product line up is impressive with the promise of something new on many of the stands.

The show, which was born out of the CATCH '75 exhibition held in Devon last year, has exceeded all expectations. "This success has been achieved through the close co-operation of the City of Aberdeen and the other sponsors," said Mr. Desmond Corcoran, managing director of the organisers, Eagle Exhibition Consultants Ltd. Undertaken by a late decision to stage the Scottish Fisheries Exhibition, which took place in April last year, the late Desmond Corcoran's belief that Aberdeen was the

right place for attracting exhibitors to a major fishing show was paid off. Over 50,000 sq. ft. of space has been reserved.

With various firms launching a big bid for orders British suppliers are not going to have it all their own way. Norway, Sweden, West Germany, Iceland and Denmark, Spain, Belgium, Eire and Holland are all heavily represented.

A big push on the UK market will be mounted by Spanish net manufacturers. Nina Spanish net firms will be represented under the banner of Redexport. The Danes will be out in force with 15 participants as well as the Norwegian shipyard under their association.

A dazzling display of electronic equipment has been lined up from all round the world and two new Japanese echosounders, both by Kelvin Hughes, are bound to cause a stir.

At the conference being staged in conjunction with the exhibition, speakers will be flying in from the United States and Iceland. A lively debate is expected, especially with several leading

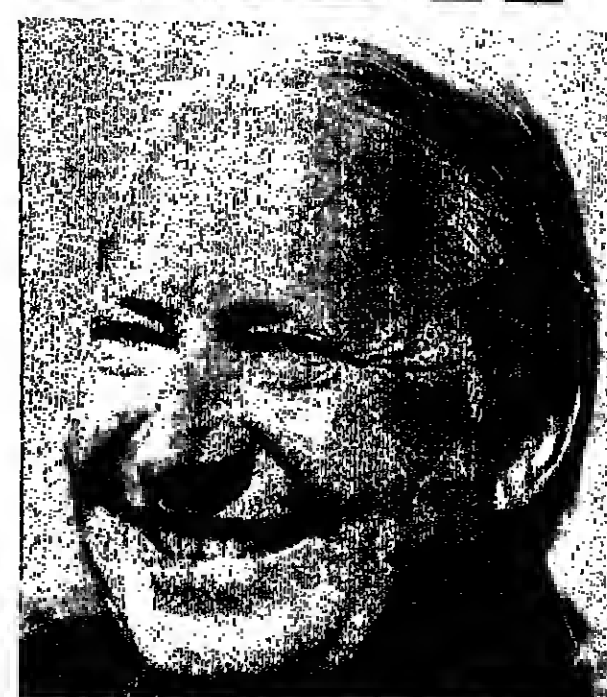
politicians putting themselves in the firing line.

In this preview, we take a look at some of the equipment which will be on show, with a special section on the electronics display starting on page 14.

Napier Co. (Aberdeen). This firm of naval architects and marine consultants has built a big reputation as designers of fishing vessels ranging from small open boats to sophisticated purse seiners and stern trawlers. Apart from steel vessels, designs are also supplied for wood and ferro-cement craft. Extensive work on fishing boat stability has been undertaken and it was through this experience that Napier first became associated with the industry. Stability calculations are provided for new boats and for buyers of secondhand vessels. A quick 'Lines Plan' service is also provided where these are needed for stability calculations.

Representatives will be available on the stand to advise on new boat designs, modifications to existing vessels and answer questions on stability.

SHOW PREVIEW



Former Prime Minister, Edward Heath, opens CATCH '76 at Aberdeen on Wednesday next week.

European Marine & Machinery Agencies. Main exhibits will consist of marine propulsion machinery from the Swedish propeller manufacturer J. W. Berg AB, of Sweden, and from the Garman marine gearbox manufacturer, Reinje.

The Reinje exhibit comprises their marine gearbox size VAL 1400, specially designed for use with controllable pitch propeller installations. The gearbox has a single hydraulically controlled clutch and power take off shaft with speed increasing ratio 1:1.5 or 1:2. Also from Reinje will be a motorised reverse reduction gearbox of the type BGA 200. This gearbox is especially prepared for display, having cut-away sections revealing its internal components.

The exhibit from J. W. Berg will be a controllable pitch propeller designed for 350 bhp at 250 rpm, with a diameter of 2300 mm. This unit is one of a series of 37 controllable pitch propellers for shrimp trawlers building in Brazilian yards for operation in African waters.

Usteln (UK) Ltd. The Usteln type 110 GSC gearbox/controllable pitch propeller will be exhibited. This unit has been ordered for the new steel multi-purpose 80-footer under construction at the Bideford Shipyard for the Moore family of North Shields. A Tenford steering unit and a small starting air compressor from Sperra Mek Verksted will also be on display. Usteln are UK representatives for both these companies.

Both propeller and steering units will be working and

new queen scallop processing line and a new Intel defrosting plant for block frozen catches.

Representatives will be on hand to discuss the company's services which now include complete project management for new processing plant anywhere in the world, including design and construction of premises as well as custom fabrication, installation and commissioning of machinery to client's requirements.

Sliding the Intel stand are two other companies in the Aberdeen Holdings Ltd. Group: Aberdeen Glassfibre, designers and manufacturers in glassfibre reinforced plastics whose products include the widely-used Auerlign Marker Buoy System and workboats up to a new 18 ft. model for inboard engines; and Aberdeen Boat Centre, suppliers of workboats, outboards, inboard engines and chandlery of all kinds.

DRG Marton Packaging. The non-returnable fibre board 4-stone fish box will be featured on the stand. Over the last few months, the wedge-shaped Marton-4 upon topped fish kit, has been successfully marketed.

Designed to carry herring and small fish, the Marton-4 box can also be used for fish freezing. Attractive colour printing on the boxes is also available. Other examples from the range of 'Pachyderm' fibre board boxes will also be on display.

The throwaway fibreboard Marton-4 fish box has been designed to carry herring and small fish.

R. A. Lister & Co. Ltd., will feature a new compact diesel sited battery charging set.

This equipment comprises a 1.5 kW alternator powered by the new Lister air-cooled, cold starting type LT1MA diesel engine which has a maximum rating of 3.9 kW (5.25 bhp) at 2500 rev/min, but for certain applications it is available to operate at up to 3000 rev/min.

The Lister display will also include: The water-cooled diesel type JWB8GR propulsion engine complete with a Lister marine hydraulic reverse reduction gearbox, rated at 103 kW (138 bhp) at 2000 rev/min.

A type ST2MGR air-cooled propulsion engine with a Lister hydraulic reverse reduction gearbox, rated at 14.9 kW (20 bhp) at 2800 rev/min.

kw, 440 volts, 50 Hz on which the power unit is a Lister HRW3MA water-cooled diesel.

Also a Hamworthy/Lister Distair Compressor set with a capacity of 17 m³/h at a pressure of 24 bar.

As from September 1, parts for Lister marine engines, industrial engines and generating sets became available in the Aberdeen area from a new store operated by Lister's main Scottish parts and service distributor, Nicol and Andrew Ltd., 37/43 Clarence Street, Aberdeen, telephone: Aberdeen (224) 22453.

Parts and services for Lister engines built by R. A. Lister & Co. Ltd., Dursley Gloucestershire, a Hawker Siddeley company.

Becker's latest gutting machine, the 168, is available in two size ranges for cod, haddock, pollock and mackerel.

Waid Morgan & Associates, Financial advice for fishermen will be available from this firm which broke new ground when it launched the highly successful Working Fishing Owners' Benefit Group — a scheme for health insurance.

This company also specialises in handling FBOA grants for the fishing industry.

Lister's new 1.5kW battery charging set, type LT1MA, will be shown on the company's stand (218) at the exhibition.

Siddeley company, will no longer be available from Mirrales Blackstone Ltd, Aberdeen.

Parts for Mirrales Blackstone engines will continue to be supplied by the Mirrales Blackstone dept at 90 Luch Street, Aberdeen. Mirrales Blackstone Ltd, with factories at Stockport and Stenford, is also a Hawker Siddeley company.

In conjunction with their associate company Refrigeration (Caledonia) Ltd., they hold franchises for the sale of York, J and B Hall and Grassau refrigerant equipment. The company are also Scottish agents for the Jockstone Frosting Range of horizontal and vertical plate freezers, automatic, blast and axial freezers.

Specialities in their installation field include all types of cold storage, plate, tunnel conveyor and blast freezing, ice-making and air conditioning.

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Refrigeration (Aberdeen) Ltd. For over 20 years this firm has specialised in the supply and installation of refrigeration to the fishing industry.

In conjunction with their associate company Refrigeration (Caledonia) Ltd., they hold franchises for the sale of York, J and B Hall and Grassau refrigerant equipment. The company are also Scottish agents for the Jockstone Frosting Range of horizontal and vertical plate freezers, automatic, blast and axial freezers.

Specialities in their installation field include all types of cold storage, plate, tunnel conveyor and blast freezing, ice-making and air conditioning.

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exhibitors

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| Anglesey Fire Protection | General Services D | Kelvin Hughes | C8 |
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| Department of Trade & Industry | E5 | Saab-Scania | C28 |
| D.E.V. Engineering Ltd. | A14 | Scania (Great Britain) Ltd. | C28 |
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| Ferguson & Timpani Ltd. | C22 | Tynedraft Design Ltd. | A40 |
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| Floot Limited | General Services 6 | United Wire Ltd. | A12 |
| Forbes Refrigeration Ltd. | A18 | Volvo Penta | C10 |
| L. Gardner & Sons Ltd. | B24 | Venroy Ltd. | D1D |
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| | | C. F. Wilson & Co. (1932) Ltd. | C8 |
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|---|------------------------|---|------------------------|
| E. Vajved Hansen A/S | General Services R | General Services ZW | A8 |
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| A. Johnson & Co. (London) Ltd. | G20 | Loxide Hydraulic Co. | A2 |
| Jotun Henry Clerk | O20 | Edward Macdonald & Co. Ltd. | A10 |
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| Maroon International Marine Co. Ltd. | Outside Display | Dymple Marine S.A. | A40 |
| Marine Fishing Supplies | General Services Q | Orkney Boat Builders Association | C18 |
| Marine Oase Services (Grimsby) Ltd. | O4 | P. W. Insulations | General Services F1 |
| Mobe SV (UK) Ltd. | O28 | Persons Chalmers | 88 |
| Morep Ltd. | O36-42 | Post Office Telecommunications | General Services E |
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| Newage Engineers Ltd. | General Services P & Q | Refrigeration (Aberdeen) Ltd. | A3D |
| Nordischer Maschinenbau Rud Seader | O32 | Dunrobin Rogers (Engineering) Ltd. | C3D |
| Hugh Norman (Marine Sales) Ltd. | O3D | Royal National Life Boat Institution | E2 |
| Dymple Marine S.A. | A40 | Royal National Mission to Deep Sea Fishermen | E1 |
| Orkney Boat Builders Association | C18 | Saab-Scania | C28 |
| P. W. Insulations | General Services F1 | Scania (Great Britain) Ltd. | C28 |
| Persons Chalmers | 88 | Scottish Federation of Fishermen's Co-operatives Ltd. | General Services |
| Post Office Telecommunications | General Services E | Thomas Scott & Co. Ltd. | General Services Y |
| Redox Ltd. | O8 | Box Power Ltd. | General Services V |
| Refrigeration (Aberdeen) Ltd. | A3D | Self-Changing Gears | General Services G |
| Dunrobin Rogers (Engineering) Ltd. | C3D | Sparks of Aberdeen Ltd. | G4 |
| Royal National Life Boat Institution | E2 | Cherlas Siddon Ltd. | General Services T |
| Royal National Mission to Deep Sea Fishermen | E1 | Berry Marine Systems | A20 |
| Saab-Scania | C28 | S.B.C.M. "Poyaud" | O44 |
| Scania (Great Britain) Ltd. | C28 | Bundland Marine Mutual Insurance Co. | O22 |
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| Box Power Ltd. | General Services V | Usteln (UK) Ltd. | O18 |
| Self-Changing Gears | General Services G | United Wire Ltd. | A12 |
| Sparks of Aberdeen Ltd. | G4 | Volvo Penta</ | |

SHOW PREVIEW



East coast skipper, Dave Bevan, claims his set of Humber warp tension meters are a cost saver.

FISHING NEWS

Edward MacBeau & Co. Ltd. Fishing smocks, tracks and trousers, manufactured from the widely used range of Vincu 27 heavy duty PVC and cotton and Vincu 37 medium weight PVC on nylon. Also on show will be the Transatlantic condensation-free waterproof garments, plus a wide range of industrial PVC clothing. Donkey jackets, reeler jackets and heavy oiled warden knitwear complete the display.

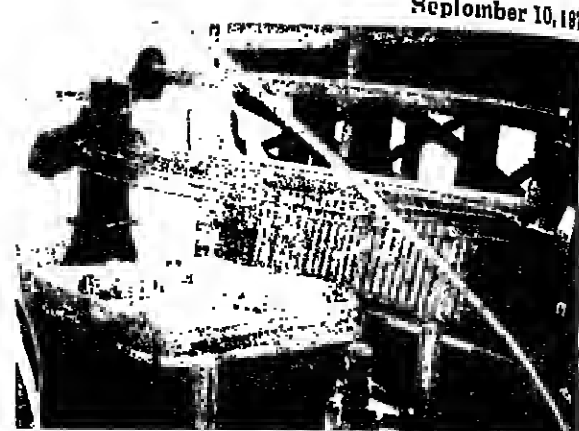
F.A.L. Scottish Propeller Service, the show will be photographs and exhibits of propellers before, during and after repair. Also an example of the new Banford 'Talisman' propeller, which has proved to be very successful on Scottish fishing vessels. A stern gear unit complete with 1 1/2 in. diam. stainless steel tailshaft, bronze stern tube and propeller will be featured. On

the manufacturing side, the company will be showing several items produced for superhandlers and fishermen. These include: aluminium alloy scoops, reflectors and nerring pushers, stainless steel split links, rings and yokes, mild steel bridges, grapples, box hooks and drag hooks. Also on display will be marine spikes made from stainless steel and aluminium.

Electronics Marine Ltd. The Humber warp tension meter system is now marketed by this Hull firm which holds sole agency rights.

The electronic device gives a direct indication of trawl conditions, including an early warning of the gear coming fast, so that skippers can reduce power more quickly to minimise trawl damage.

The system was developed by the White Fish Authority, and consists of an electronic dual indicator cabinet which is installed in the wheelhouse, electronic load cells mounted in a sensing sheave, and associated stirrup blocks. The indicator unit, manufactured by Bell Elec-



Above: this drift net fishing machine has been on sale in Iceland for some time and will be displayed by the Export Board of Icelandic Industries.

tronics, incorporates a damping device to smooth out hull weather oscillations and also an audible overhead alarm capable of being set at any level.

There are two duals on the indicator unit and, when used for twin stirrup trawling installations, these will show the load on each warp.

For pair trawling, only one stirrup is used to the towing post on each vessel, thus giving both skippers a sense of equalising towing powers and a means of ensuring that the net is square.

Arthur J. Hoighway Publications Ltd. Publishers of *Fishing News*, Britain's leading fishing paper, which was founded in 1911. Now read by over 60,000 people each week, *Fishing News* covers all the news, views and developments in the industry.

On the world scene, *Fishing News International*, published monthly is the leading journal of its kind, read in 136 countries.

Keeping pace with the fast growing aquaculture industry is *Fish Farming International*, which appears quarterly.

Details of all these publications on the stand.

Clydesdale Bank Ltd. A full banking service will be provided at the exhibition and this will include foreign currency transactions for visitors from overseas.

The Clydesdale Bank also has a large number of branches throughout Aberdeen and visitors to the exhibition will be welcome.

Managers from branches situated at fishing ports in Scotland will be in attendance as well as a representative from the bank's subsidiary, Scottish Computer Services which can assist trawler owners and federations on the preparation of pay rolls etc.

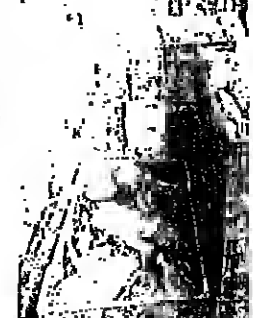
Comptown Shipyard. General arrangement drawings for a new design for an all-welded steel stern trawler will be displayed for the first time.

This is the first of a new family of stern trawlers which the yard is planning as an addition to its existing well known and well proven range of seiner/pair trawlers.

Twenty-one Campbelltown seiners — based on standard 75, 80 and 85-foot hulls — are now in service with the Scottish and Irish fishing fleets.

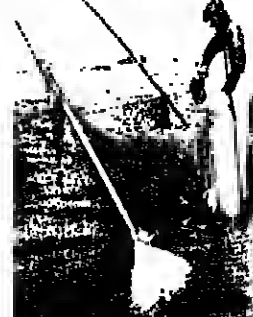
John Divers & Associates. Getting to grips with the problem of escaping gas is the U.H.T. 'Gastec' gas detection unit. Fully approved by Color Gas Ltd., the unit switches the gas supply off immediately a leak is detected and gives off a simultaneous loud warning alarm. Electronically operated, the equipment is claimed to be easy to install and has no moving parts. Leak detection equipment is now required on all fishing vessels under the new regulations.

Fishing news international



The monthly *Fishing News International* (below) will be available alongside *Fish Farming International* at the show.

fish farming international



Example from the range of 60 litre, 120 litre and 210 litre open top Alumar drums.

Over 6,000 of the 120 litre drums were ordered early this year by Marling Ltd. of Tipton, Devon. These were shipped to Canada for the Devon firm's operation at Digby, Nova Scotia.

Export Board of Icelandic Industries. This stand will feature a shaking machine and a herring drift net. The deepsea fishing reel, the deepsea fishing reel, has been on the Icelandic market for two years. Trials have shown no difference in the time taken to clean hemp and nylon nets when using the machine, thus fishermen are able to use more durable nets.

The hydraulic and electrically driven 500 lb deepsea reel is already well known in the U.K. It is claimed that one man can operate two reels at a time, thus doubling his catch.

The Elektra company will also be demonstrating its hydraulic gear and line winches for use on boats.

Robt. Watson & Co. Ltd. Founded in 1890 to manufacture clothing for fishermen, the company now supplies all types of fishing gear, including well known 'Watson' brand fishing boots.

FISHING NEWS

September 10, 1978

Orkney Boat Builders Association & Halmatic (Scotland) Ltd. Five boatyards will be represented on this stand. The Association was formed around 18 months ago and members comprise: James Duncan, Burray; J. W. Mackey, Stronness; Halmatic (Scotland) Ltd., Kirkwall and Scarth Engineering (Stronness) Ltd.

A wide range of craft and services are available through the Association including: wooden and GRP fishing boats, hull repairs in wood and GRP, marine engineering services, and a range of GRP storage tanks.

Photographs and drawings will be displayed along with a 21ft. wooden clinker-built lobster boat just completed by Scarth Engineering.

Anglo Belgian Co. Looking for a breakthrough on the British fishing market is a well proven range of medium speed diesel engines.

The range of DX engines (1000/1500 rpm) from ABC includes 3, 6 and 8 cylinder models covering 6 horse power range from 185-1,200. All units are available in naturally aspirated and turbocharged form.

Available for inspection on the stand will be component parts from the DX range of engines.

ABC engines have been manufactured for 60 years, and are used by fishing fleets throughout the world. Now, through the formation of Anglo Belgian Diesel Co. (A.B.D.C.) Ltd., an extensive main of sales agents and service depots have been set up throughout this country and Southern Ireland.

D.E.V. Engineering Ltd. This fast growing deck gear supplier will be showing equipment from its range of warp tension meters, power blocks and seine rope drums. A big advantage claimed for the warp tension meters, is that they can be split into two

Hydraulically operated



DEV's 27in. diameter power block aboard Burton Agnes has a 210 deg. slewing angle. Below: the firm also manufactures hydraulic warp tension meters.



Example from the range of 60 litre, 120 litre and 210 litre open top Alumar drums.

FISHING NEWS

In the hydraulic pressure. A further safety device prevents one engine engaging ahead of the other.

Coupled to the demonstration gearbox on the stand will be Fleetwood 5 1/2 in. stainless steel stern gear and a Branton 6 1/2 in. diam. four-bladed propeller.

In addition, four engines from the 12-model Volvo range, which covers from 20-580 hp, will be on display.

Bridport-Grundy Ltd. In conjunction with their Scottish Division at Peterhead and in association with Jackson Trawls Ltd., Savack Services Ltd., and Polyform A/S this well known company supplies netting, trawls, fitted nets, fish cages and flotation units together with a range of inflatable buoys and fenders.

A comprehensive catalogue of fishing gear will be available on request at the stand and this covers a wide variety of gear for the fisherman and fish farmer.

Wagner Engineering Associates Ltd. A recently

formed company handling the commercial range of Wagner steering gears, it is to exhibit the new Merk 4 Autopilot.

Wagner Engineering of Vancouver, B.C., have been specialists in hydraulic steering systems for more than 40 years.

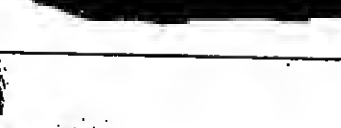
Extensive use of non corrosive materials and enclosed design techniques ensure low maintenance and trouble free operation. For example, in the totally enclosed, grease packed T model, of particular interest to fishing boat and tug owners, typical seal life is claimed to be 10 to 15 years.

Cygnus Marine Ltd. This Cornish boatbuilder and hull moulder has shot to the fore in just over one year. It offers a range of traditional West Country boat hulls which the firm can fit out in part or fully. Also, hulls are available for local yards to complete.

On show at Catch '78 will be a part-complete GM32 boat with engine and stern gear fitted. The power unit is a Ford Sabre 120hp model and the hull colour, an attractive blue.

Former Halmatic of Havant production controller, John Peters, has now joined Cygnus as works director.

The BMDXC engine from the Anglo-Belgian range.



Example from the range of 60 litre, 120 litre and 210 litre open top Alumar drums.

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The hydraulic and electrically driven 500 lb deepsea reel is already well known in the U.K. It is claimed that one man can operate two reels at a time, thus doubling his catch.

The Elektra company will also be demonstrating its hydraulic gear and line winches for use on boats.

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Example from the range of 60 litre, 120 litre and 210 litre open top Alumar drums.

Over 6,000 of the 120 litre drums were ordered early this year by Marling Ltd. of Tipton, Devon. These were shipped to Canada for the Devon firm's operation at Digby, Nova Scotia.

The hydraulic and electrically driven 500 lb deepsea reel is already well known in the U.K. It is claimed that one man can operate two reels at a time, thus doubling his catch.

The Elektra company will also be demonstrating its hydraulic gear and line winches for use on boats.

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SKIPPER FITS OUT PURSER AFTER YARD GOES BUST

PETERHEAD'S new 86ft. purse seiner *Morning Star* has taken 3½ years to build — and in that time her price has rocketed. The skipper even ended up organising her completion when the original builders went bust.

She was ordered as a seiner-trawler and her keel was laid in April 1973 at the Berwick on Tweed yard of Intrepid Marine International. The vessel was to be built on a fixed-price contract of £180,000 and delivered in 12 months.

During the early stages of construction, Skipper James Duncan of Peterhead decided to have her equipped for purse seining in addition to trawling and fly-dragging seining.

The builders said the modifications would only add another six months to the delivery date and her owners then expected she would be ready for sea at the end of 1974.

By early 1975 she was still only half completed — and then the yard went bankrupt.

Skipper Duncan decided to have the boat towed up to Peterhead where he would supervise her completion himself. He employed local firms to carry out the work.

Speaking to *Fishing News*, Skipper Duncan said he estimated her final cost will be in the region of £400,000. In addition he has lost about two years' fishing with her.

Skipper Duncan said he is very pleased to be taken over completion of the boat. He had not been happy with work done in her engine room at Berwick.

He said the layout was just not practical and it had been necessary to have it all altered before he was satisfied with it.

Skipper Duncan added that he is very grateful for help given by the White Fish

Authority's marine surveyor in Aberdeen, also for the sympathetic attitude of the Herring Industry Board which provided financial assistance for building the vessel.

Fitting out work has been done by four main firms. Engineering and steel fabrication has been carried out by Northern Engineering Works of Saagata, Peterhead.

Joinery and plumbing has been undertaken by the Peterhead firms of A. and J. Buchanan and Thomas Buchanan,

respectively, while a Fraserburgh firm, Alexander Stephen, has done the electrical installation. The inclining experiment will be carried out by the Nepler Company of Arbroath.

Morning Star's lines were designed by Tynedraft Design Ltd., of Newcastle on Tyne, but differ from other Tynedraft seiner-trawlers in that the boat is about 9in. deeper.

Skipper Duncan says Tynedraft has a reputation

for designing a good seaworthy hull, and that he is very pleased with the lines of *Morning Star*.

With an overall length of 86ft. and registered length, 79ft. 11in., *Morning Star* has a moulded beam of 22ft. 6in. and moulded depth of 12ft. 9in.

Construction is of steel, but the wheelhouse and skipper's cabin are of aluminium to reduce top weight.

A bilge and general service pump, and water circulating pumps are integral in the

design of the main engine. The various hydraulic pumps for the deck machinery, and for the 105 hp Brunvoll side thrusters, are powered from a Karmoy gearbox driven off the fore end of the main engine through a flexible coupling and Kramo clutch.

Belt-driven off the fore end of the main engine are a 25kW, 110V, McLure generator and a 24V Transmotor generator.

The auxiliary engine is a Lieter HRW8 unit of 64 hp at 1,500 rpm.

A 3in. Gilbert Gilkes and Gordon bilge and general service pump is driven directly off the fore end and a 24V Transmotor generator is belt-driven from the fore end.

Driven in-line off the after end is a 25kW, 110V, McLure generator, while a Vickers double hydraulic pump unit can be driven through an Anderson clutch off the after end of the generator to power the deck machinery for fishing gear retrieval in an emergency.

Other equipment in the engine room includes two Worthington Simpson air compressors and a 3in. Desmi bilge and general service pump driven by Scott's of Belfast electric motors. Compressed air bottles can also be filled from the main engine cylinders.

Two pumps power the purse and trawl winch and can also drive the fish pump, seine net winch, boom swinger, topping winch and anchor windlass through directional flow valves.

Another pump drives the net winch and transport roller, while a further pump drives the spooling gear of the purse and trawl winch and also lubricates the Karmoy gearbox.

Pumps

A pump for cooling the hydraulic system is driven by a small four volt motor. The fuel transfer pumps are driven from the main engine, but there are also a GGG electrically-driven pump and a semi-rotary hand pump for standby use. Ventilation in the engine room is provided by Woods of Colchester fans.

Some 4,000 gallons of fuel oil, and 700 gallons of fresh water, are carried in tanks under the fishroom.

It was decided to put the fresh water tank in this position, rather than aft, so that there would be more buoyancy at the stern for carrying the purse seine. Water ballast is also carried in two tanks aft and in one forward.

Deck layout is similar to that of other modern purse seiners in the Scottish fleet. The deckhouse is extended to the side on either side and the bulkhead is heightened aft to provide ample space for stowing the purse seine.

Most of the deck machinery is by Karmoy and includes combination purse and trawl winch, fly-dragging seine net winch, boom swinger, topping winch and anchor windlass, and a 14in. fish pump with fish and water separator.

Fitted on the port side, just aft of the wheelhouse, the purse and trawl winch can carry both purse and trawl wire ready for working.

It has two independently-driven shafts, each fitted with one purse drum and one trawl drum. Each shaft is driven by its own hydraulic motor, with local controls, and each motor is fed by a separate hydraulic pump.

Clutches and brakes are manually operated and there is an emergency stop control in the wheelhouse.

The fly-dragging seine net winch, together with a Beccles rope collar, are fitted aft of the deckhouse but will be removed when the boat is carrying purse seine gear.

A Triplex 504/300 six-ton net winch is mounted on the starboard side of the deckhouse and has an associated Triplex transport roller. Altogether, six Vickers hydraulic pumps are driven from the single input, multi-output, Karmoy gearbox at

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The Brunvoll side thrusters are driven from the two remaining pumps.

The fishroom is insulated throughout, and lined with steel at its after end so that chilled seawater tanks can be fitted at a later date if required.

Aluminium posts and boards are carried, and the fore end of the fishroom is lined with GRP. One steel hatch with an aluminium cover is fitted over the fishroom and this has a small access hatch set within it.

Woodsons of Aberdeen has supplied much of the wheelhouse equipment, including Elac Mistral Laser sonar and Sonoscope, Elac LAZ 71 echo sounder and Fishlup, Robertson AP6 automatic pilot, 'Sailor' T122/R105 SSB radio telephone, 'Sailor' RT144 and RT142 VHF radio telephones, a Mermaid 21 Watchkeeping Receiver and a Woodsons Talk-Back system.

Decca has supplied a Mk.21 Navigator, 350T Track Plotter, RM914A radar and SImrad FL Trawlmark net sounder. A Furuno 24-mile radar has been fitted by Radifon.

Steering

Other fittings in the wheelhouse include two Bostrom Viking helmman's seats, Tamford H115 ESG steering gear, a Wynstrums window wiper, and McGregor and Macphail navigation light indicator.

There is a Francis searchlight on the wheelhouse top and Chalmitt rubber-cased floodlights are fitted on the superstructure.

A cabin for the skipper leads off the after end of the wheelhouse and bunks for ten are arranged in the forward end of the deckhouse, below the wheelhouse, and is fitted with a New World gas cooker, stainless steel sink unit and an LEO 24V fridge. Shower, wash hand basins and w.c. are also located in the deckhouse.

The starboard side of the deckhouse is arranged as a net-mending area.

A Perkins oil-fired boiler in the engine room provides central heating and domestic hot water.

Hot water from the boiler can also be used to warm up

the main engine, while at sea the hot water from the main engine can be diverted for central heating and domestic purposes.

Gantry-type trawl galleys are fitted on the after corners of the deckhouse, and masts and derricks are of steel.

Morning Star carries the same name as a wooden drifter built for Skipper James Duncan's father.

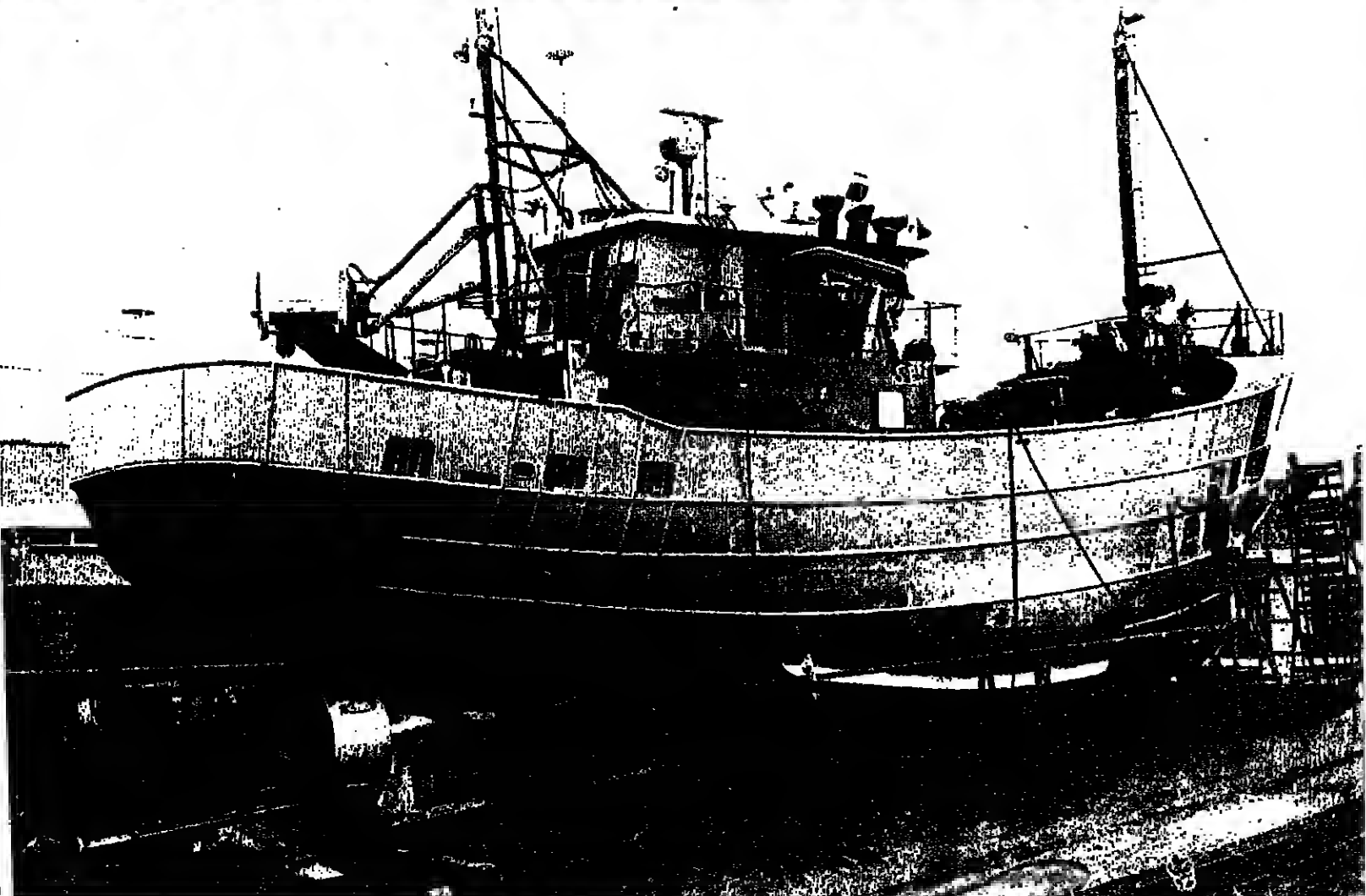
Skipper George Duncan, by Thomas Summers of Fraserburgh. This vessel won the Prunier Trophy at the East Anglian herring fishing in 1956.

In 1958 Skipper George Duncan had the 75ft. *Speedwell* built at the Peterhead yard of Richard Irvin and Sons. She won the Boothby Trophy at

Boothby Trophy at

Continued on Page 18

Duncan in 1958.



Morning Dawn almost ready for launching. She is seen here being given a coat of paint, one of the last jobs in her 3½-year building saga. The boat's Triplex net winch can be seen (starboard side) and the propeller nozzle.

She has a raked soft nose stem, round bilges and transom stern and has scantlings ten per cent in excess of Lloyd's requirements for this class of vessel.

Construction is of steel, but the wheelhouse and skipper's cabin are of aluminium to reduce top weight.

A bilge and general service pump, and water circulating pumps are integral in the

design of the main engine. The various hydraulic pumps for the deck machinery, and for the 105 hp Brunvoll side thrusters, are powered from a Karmoy gearbox driven off the fore end of the main engine through a flexible coupling and Kramo clutch.

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Continued on Page 18

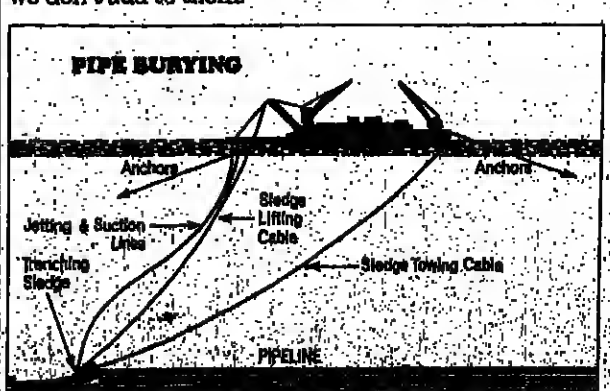
Duncan in 1958.



The Boothby Trophy winning *Speedwell* built for Skipper Duncan in 1958.

We know that oil is not the only resource in the sea.

Nowhere else in Europe is there such an abundance of good fish as there is in the waters around Shetland. But Shetland's fishermen already face increasing problems and we in the oil industry are making sure we don't add to them.



To this task we have brought a vast amount of conservation experience and have consulted the fishing industry at every stage. Above all we have drawn on the unique experience of local fishermen.

One result of all this is that the pipelines from the oil fields will be buried under the seabed. And when we cross rivers and inland waters too, we are taking good care not to cause disturbance.

The passage of tankers to and from the Sullom Voe terminal, and the siting and landscaping of oil storage and other installations ashore, have all been the subject of extensive discussion and agreement with local authorities, industries and other interests.

They are part of the wide range of oil industry conservation activities which cover many aspects of life in Shetland — its landscape, wildlife and traditional industries. All are designed to make sure that as we cast the net of progress more widely, we do nothing to hazard existing resources.

Issued by the Oil Industry in Shetland

Morning Star

From Page 17

Peterhead in 1961 and 1963. Unfortunately, *Speedwell* was later lost off the west coast. The *Duncans* then bought the 75ft. *Fear Not* from Aberdeen owners. She, too, had been built by Irvin in 1958.

In recent years *Fear Not* has spent much of her time fishing for shrimps from Peterhead, and for sprats off the Tynes.

The new *Morning Star* will most probably go industrial

fishing for a few weeks to herself worked in.

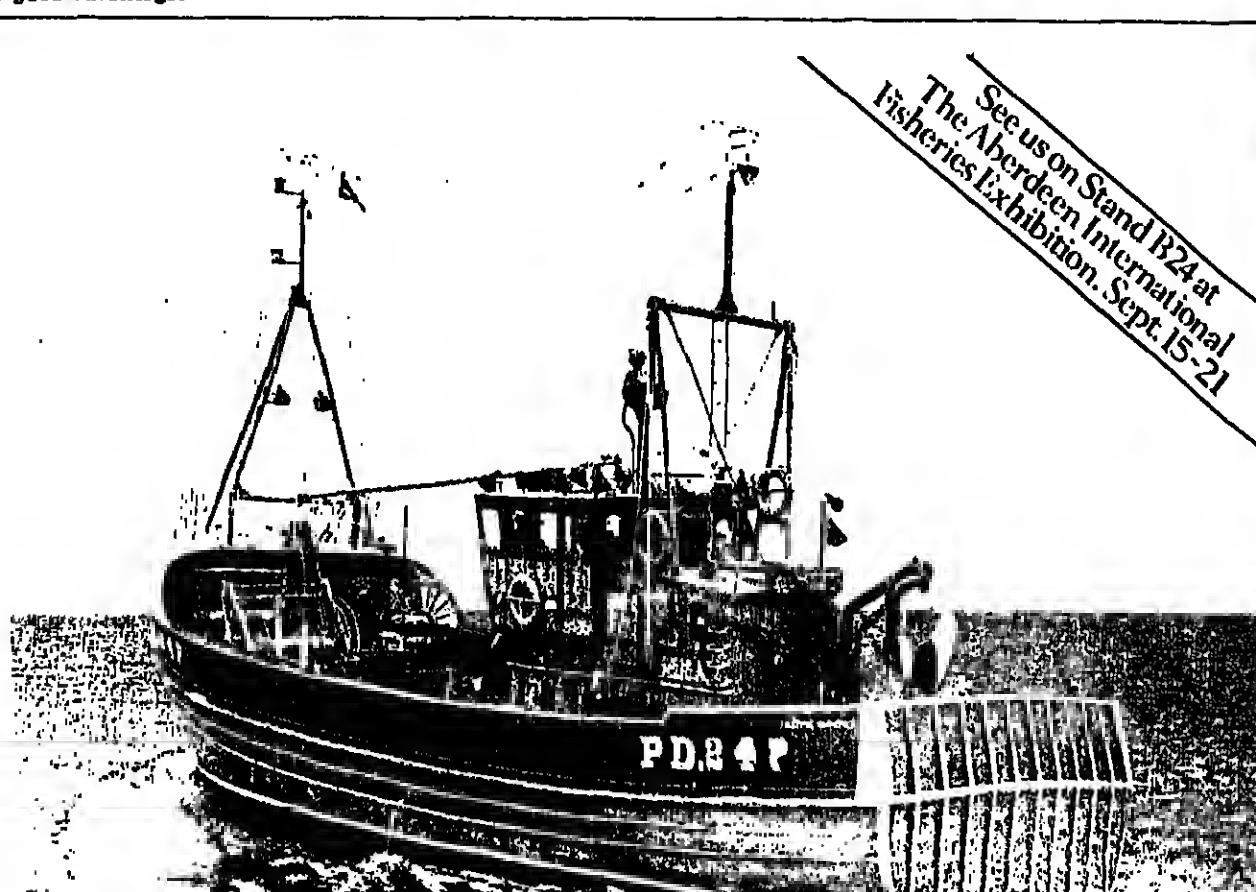
Then, she will take delivery of her 300 x 90 fathom long purse seine from J. & W. Stuart of Musselburgh and a 240 x 50 fathom

purse seine from Norway. Skipper James Dunne says they will just go whatever fishing presents he the most profitable, they might well go to the fishing off the Tynes this winter.

This boat also has a trawl from Apeldoorn, Holland.



Morning Star on the Peterhead slipway being painted before completion. This picture shows her Tynedraft-designed lines to good advantage.



See us on Stand P24 at The Aberdeen International Fisheries Exhibition, Sept. 15-21

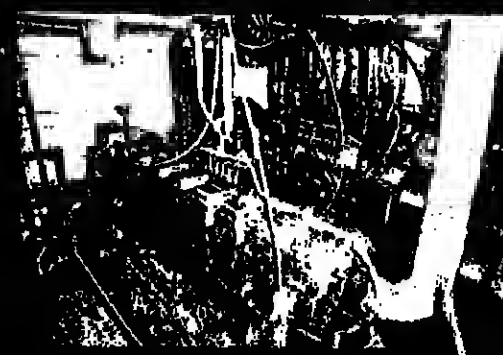
Fruitful Harvest III

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GARDNER

Main and Auxiliary Engines

Efficiency, Durability, Refinement.



View of Engine Room showing 81.3R main propulsion engine with 6L N auxiliary

MARINE DIESEL ENGINES
Power Range 127-230hp

L. Gardner & Sons Ltd.
Barton Hall Engine Works, Partick Rd.,
Fockes, Manchester, M14 6JL (061) 270 200

Go-ahead for ice store on Ullapool pier

THE North Minch Fish Sailing Co. Ltd. is to build an ice silo on Ullapool harbour pier at a cost of £87,500.

Building warrants for construction of the silo were granted by Ross and Cromarty building control committee last week to Kinnord Associates of Culter, which is acting on behalf of the North Minch company.

The proposal had originally been opposed by the master of works department, but the deputy master of works, Mr. G. W. Lemmon, told the committee that his department is now recommending approval.

But it is still opposed in application by the Scottish Transport Group for warrants to alter the Old Fish House at Ullapool for use as offices and other accommodation to be shared with

the Highlands and Islands Development Board at a cost of £31,000.

The committee granted a warrant to Robert Irvine of Achiltibuie, for the erection of a smokehouse to be used for fish curing for his hotel.

Bontyard in trouble

WORKMEN at the James N. Miller Bontyard in St. Monans have been notified of redundancy. The yard, which has been in operation for 40 years, is to be closed. One of the last vessels to be completed at the yard was the *James N. Miller*. A full description of the yard is given on page 18.

September 10, 1978

SHE TLAND'S latest steel trawler was built on the Humber by the Thorne yard of Richard Dunston. Designed for seining and trawling, *Starina* belongs to seven co-owners all from the Shetland Isles. In command is Skipper David Anderson.

Starina started her fishing career on sandels—and she brought such a huge catch back to Lerwick, Shetland, one night she started sinking!

While lying in port waiting to unload, water seeped down the cable leads and into the forward locker.

One pursuer towed her from her berth to beach bar, but the tow line broke and she had to be held up by wire hawsers.

Starina has a length oa of 75ft. 6in.; length bp, 68ft.; moulded beam, 21ft. 2in.; moulded depth, 10ft. 10in. and moulded draft amidships, 8ft. 6in.

Of all welded construction, she is built throughout of Lloyd's-tested Siemens Martin mild steel and, like many vessels of her type, is not classed or surveyed by Lloyd's.

She is of round bilge form with cruiser stern and raked soft nose stem; sub-divisions run from forward into net stows, fishroom, engine room, accommodation and steering gear compartment. Under Part IV measurement the vessel is 48 gross tons.

The 400 gallon fresh water tank is sited under the fishroom and 3,000 gallons of fuel oil are carried in the engine room. Propulsion is provided by a Kelvin TBSC8 eight-cylinder, turbo-charged, engine which develops 500 bhp at 1,350 rpm. It drives a Lissen three-bladed, 1700mm, variable pitch propeller through a Lissen ACG45/355 gearbox of 4:1 reduction ratio. The propeller is housed in a Lissen nozzle.

Electric 24V starting is provided, and auxiliary equipment driven from the main engine includes 22kW variable speed 110V d.c. Transmotor generator, type ACG800, and an AC80 battery charging alternator.

The auxiliary engine is a Ford 4/60 four-cylinder unit which develops 58 bhp at 1,800 rpm.

The auxiliary is flexibly coupled to a layshaft which has three 'V' belt pulleys driving a Gilbert Gilkes and Gordon 300/875 Series M bilge and general service pump, a CAV AC80 24V alternator and a Dowty double vane pump to drive the

winch for gear retrieval and fish unloading.

Directly driven from the layshaft, through a flexible coupling, is a 20kW 110V Transmotor generator.

Other equipment in the engine room includes a GGG 300/875 Series M electrically-driven pump and 110V supply and extractor ventilation fan.

Fitted on deck is a Sutherland combination seine and trawl winch with capacity on its trawl drums for 800 fathoms of 14in. circ. wire.

The winch is powered by a Dowty variable delivery hydraulic pump, driven off the fore end of the main engine through a clutch and a Sutherland 2:1 step-up gearbox.

A Wilson type 24/1A/BB 24in. power block is installed aft of the deckhouse and is driven by a hydraulic pump mounted on the Sutherland gearbox.

A Beebles rope coiler is driven from the seine winch

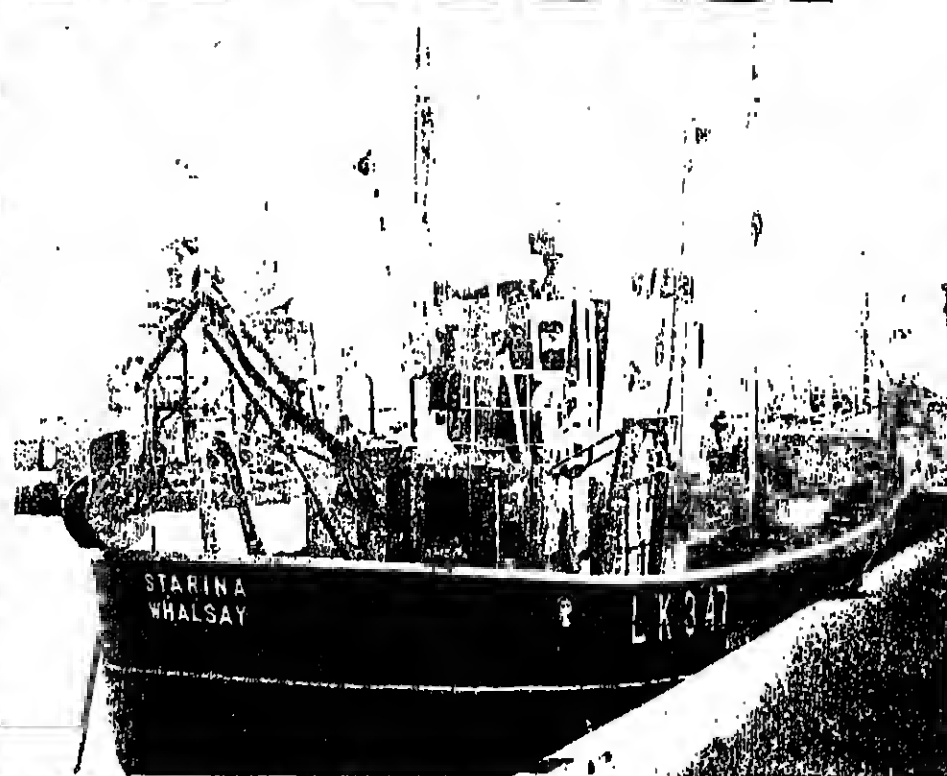
and feeds the ropes down into storage bins located forward of the fishroom.

The fishroom has a capacity of 3,000 cu. ft. and is arranged for carrying fish in boxes or bulk. The fishroom is insulated on sides, deckhead and bulkheads with type S125 glassfibre slab insulation and lined with calcuriasad redwood.

Aluminium stanchions and division boards are fitted and the fishroom floor is of 60mm

below left) are of whitewood, with mild steel stanchions, and she has two fish washers. Her main winch below right) is a Sutherland seine and trawl model.

Shetland partners work steel 75-footer



Two views of *Starina* before she sailed from her Humber builders yard. The 75-footer is powered by a 600 bhp Kelvin diesel and has a Wilson 24in. power block.

calcuriasad douglas fir with a void space below.

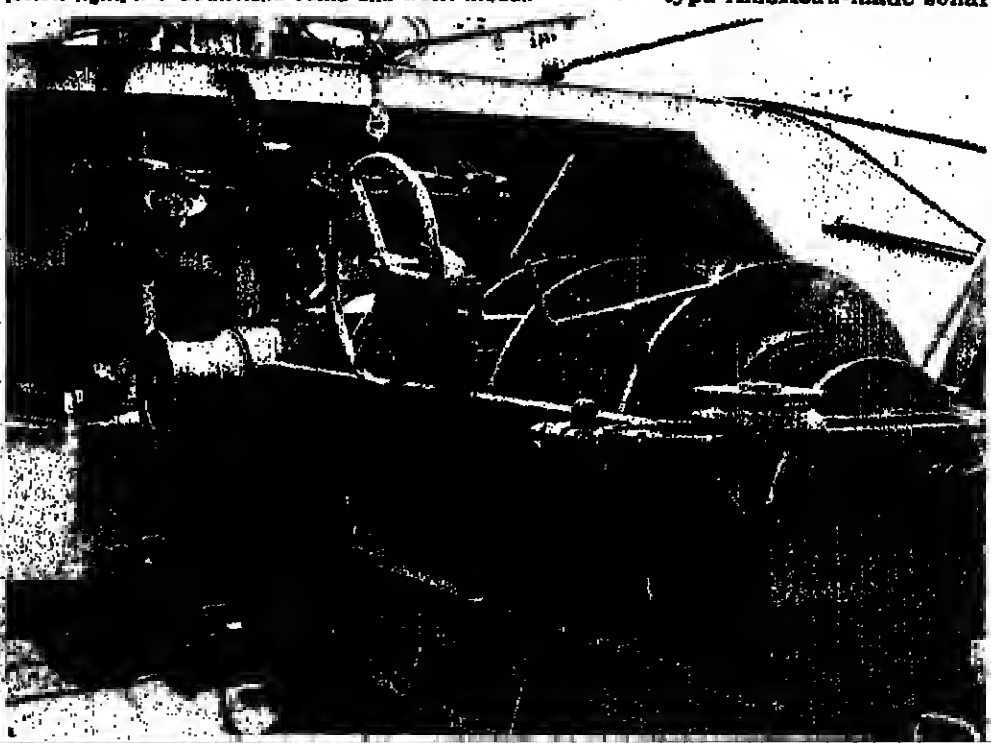
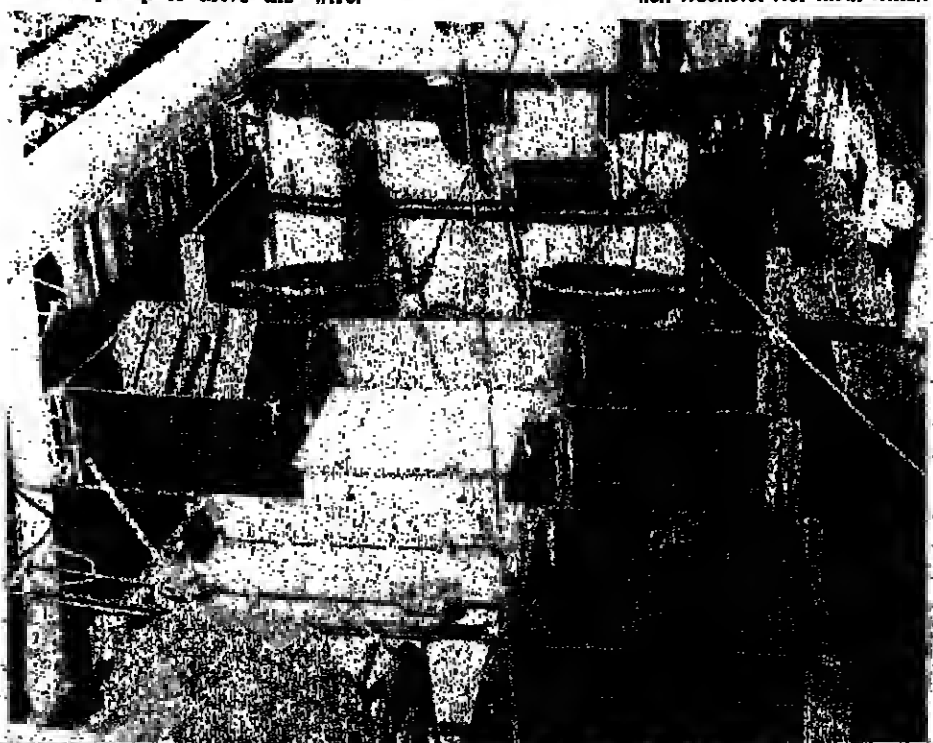
Wood steps are built into the fishroom sides to suit boxing end the hatches over fishroom and rope bins have watertight aluminium covers.

Trawl galleys are fitted at starboard bow and both quarters. 'A' frame seine derricks are arranged on the deckhouse top. Galleys and rollers are from Clarke of Grimsby.

Deck ponds have mild steel stanchions and whitewood boards, and the deck is sheathed with Douglas fir.

The deckhouse is of steel construction and equipment in the whalhouse includes Dacca Navigator, RM814 radar, and 450 autopilot.

Turn to page 21 for full details of *Starina's* new-type American-made sonar.



ABERGLIN GLASSFIBRE



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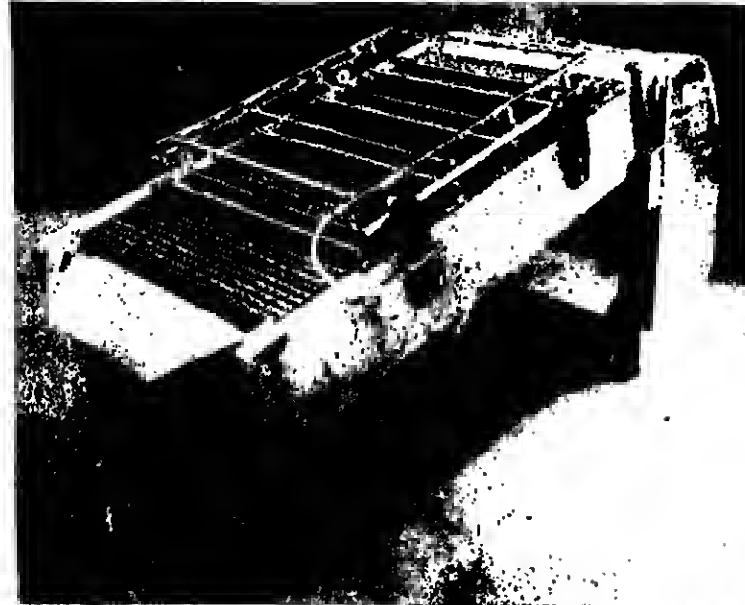
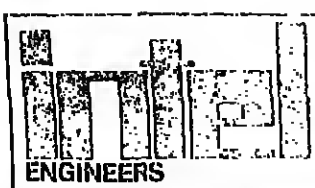
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September 10, 1976

COMPUTER SONAR IS FITTED TO 'STARINA'

STARINA is one of four boats in the Scottish and Shetland area to have had the American-made Wesmar SS220 Computerised Scanning Sonar installed.

Another of the sonars is on order for a purse seiner under construction at the Shandhaven yard of J. and G. Forbes and Co. for Shetland owners.

Introduced early this year by Western Marine Electronics of Seattle, Washington, the sonars have been fitted by the Scottish firm of Alexian Electronics Ltd.

A trial model was installed aboard the 98ft. Buckie-registered purse seiner *Gallie Rose* and, following its successful operation, the first production units were fitted to the Shetland pursers *Azalea* and *Antares*.

Built in 1972 by the K. Hakvoort yard in Holland for Skipper Joseph Simpson, the steel-hulled *Azalea* was originally 87ft. long. She was later lengthened and is now one of the largest pursers in the British fleet.

The 88ft. wooden *Antares* was built last year by J. and G. Forbes for Skipper Laurence Anderson Irvine and his partners.

Azalea and *Antares* have fitted the SS220 for supplementary use with their larger sonar sets.

Its high frequency operation, together with a narrow sonar beam, makes the SS220 ideal for high definition of targets at close range.

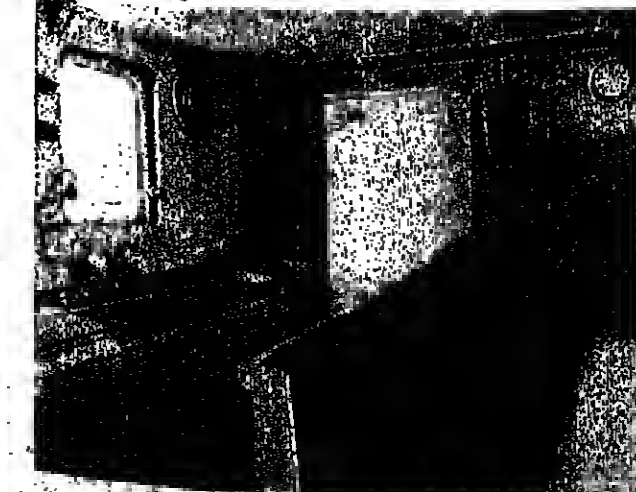
Starina has been trawling for white fish and has fitted the SS220 as her main sonar. It is being used to distinguish between hard and soft ground at a distance.

Costing in the region of £5,000, the SS220 has a wider range of features than other sonars, but computer-type circuitry permits compact size and this makes it ideal for use in smaller vessels.

Operating at a frequency of 160 kHz, it has a sounding range from 160 to 3,000ft. and a beam width of 6.5 degrees.

It has a peak power output of 2,000 watts and a nominal power consumption of 40 watts. The sonar can operate on 12 to 32V d.c. and on 115V a.c. systems.

Below: *Starina's* combined galley and messroom is equipped with a 24 V fridge.



Automatic sector scanning and also scanning through 360 degrees is offered, and the transducer is tiltable to any angle.

Schools can be presented on the cathode ray tube screen in two modes. In the sonar scanning mode the area of water around the boat is indicated and echoes appear rather like targets on a radar screen.

When scanning in the fishscope mode, the CRT trace appears as a horizontal line running across the centre of the screen.

The boat is represented on the left and echoes appear as spikes. The horizontal position of the spike indicates the distance of the target, while its height indicates its strength and size.

Other special features include memory retention circuitry, target lock-on and digital readout.

Computer-type circuitry memorises the CRT target images and reproduces them a second time to make interpretation of echoes easier.

The target lock-on allows the transducer to automatically keep track of the target while the boat and fish are moving—it works much like a guided missile tracking a target.

The digital readout gives the horizontal distance to the target, the depth of the target and the slanted distance of the sonar beam to the target.

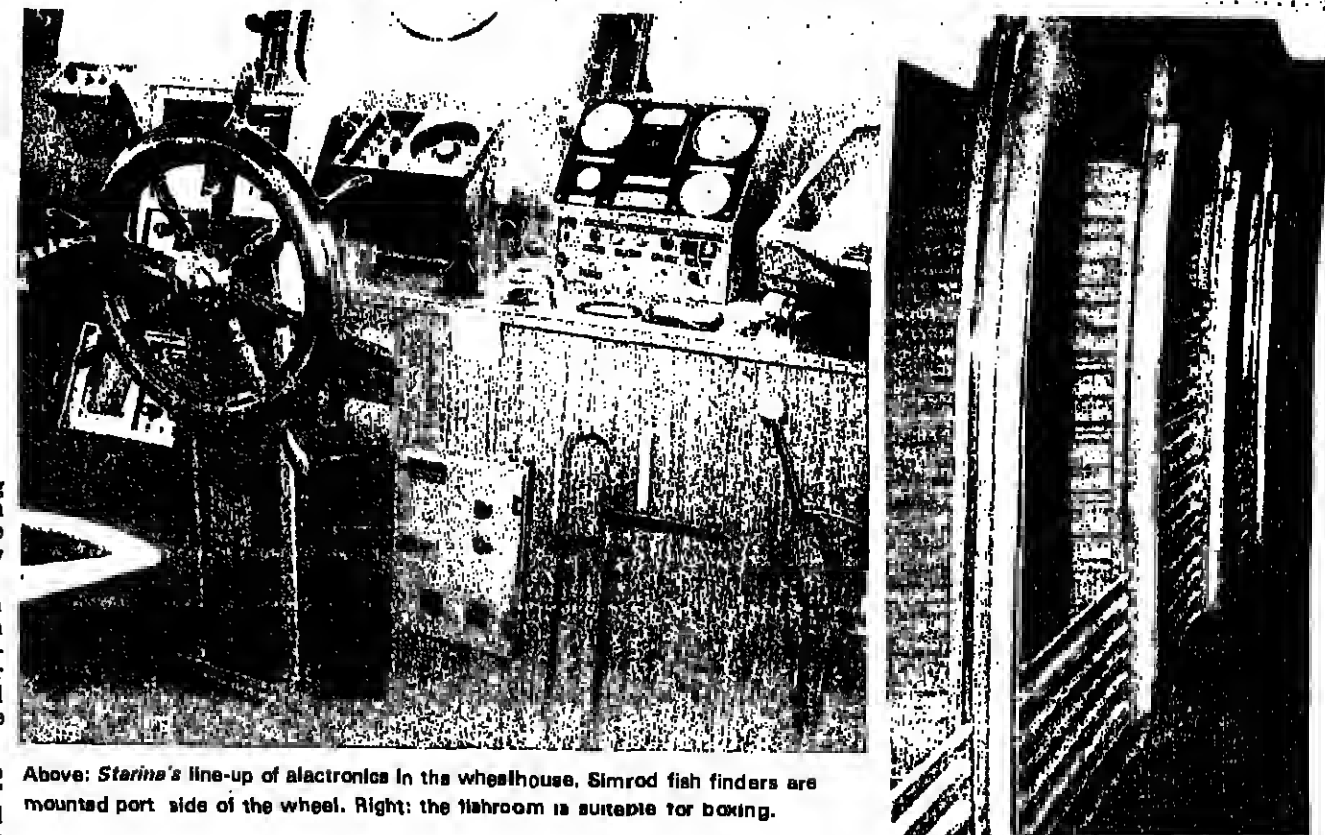
In addition, the sonar beam is stabilised to give improved operation in rough seas. The pulse width can be adjusted for different operations and conditions.

The transducer can respond quickly to its tilt control, so that fast-moving fish such as mackerel are easier to track. Targets can also be indicated audibly by speaker, and a chart recorder is available if required.

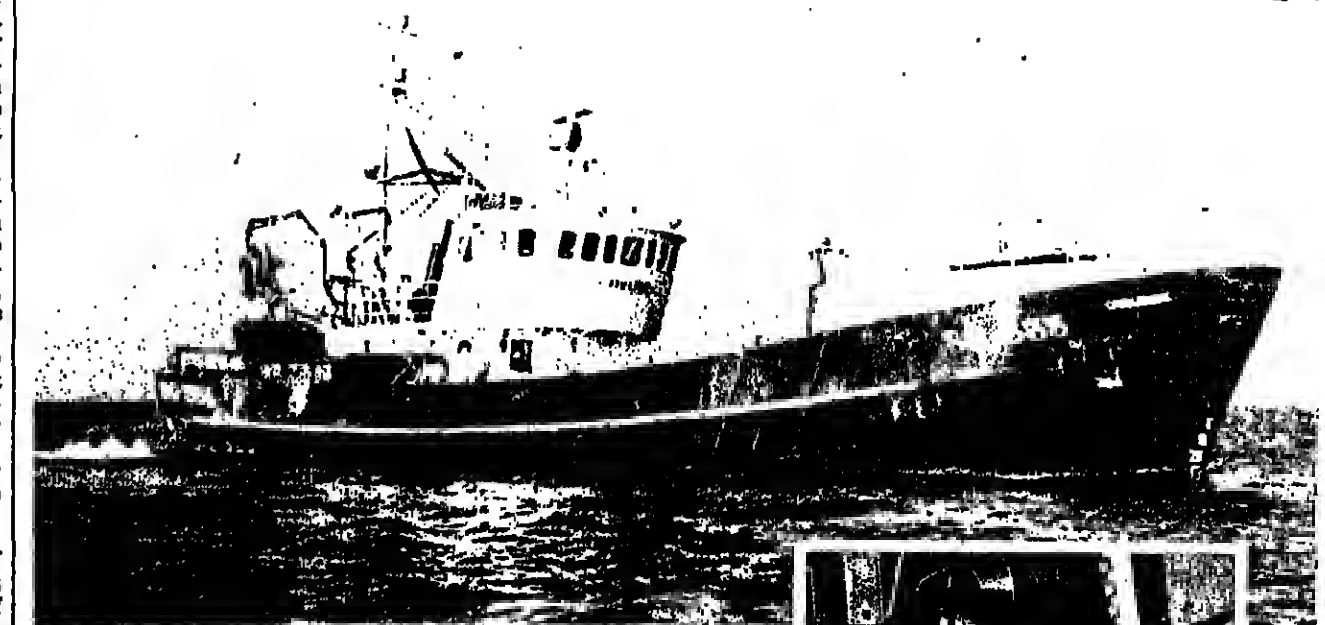
Wesmar is also planning to introduce a new hull unit which utilises a 80 kHz, low-frequency, transducer for longer distance sounding. This could be fitted together with the 160 kHz unit and the two would be interchangeable.

Alexian Electronics Ltd. of Dundee and Edinburgh is agent for a wide range of marine electronic equipment. It is shortly to set up service facilities in the Shetlands.

FISHING NEWS



Above: *Starina's* line-up of electronics in the wheelhouse. Simrad fish finders are mounted port side of the wheel. Right: the fishroom is suitable for boxing.



Simrad, the world's leading manufacturers of sonars, echosounders and ancillary units, offer the widest choice of fish finding systems to suit every requirement. An increasing number of vessels now make more profit using Simrad.

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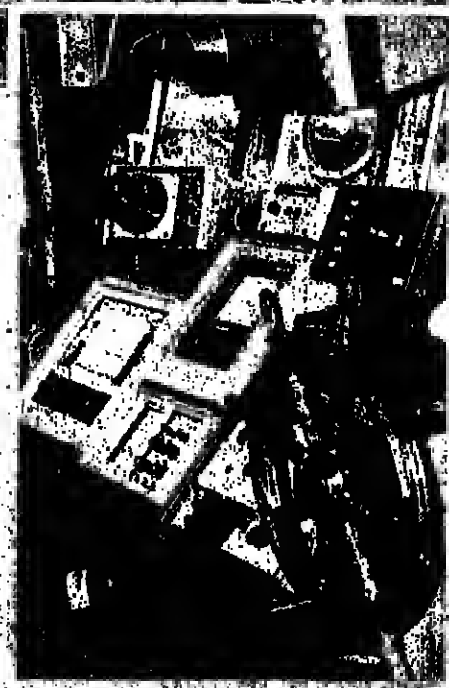
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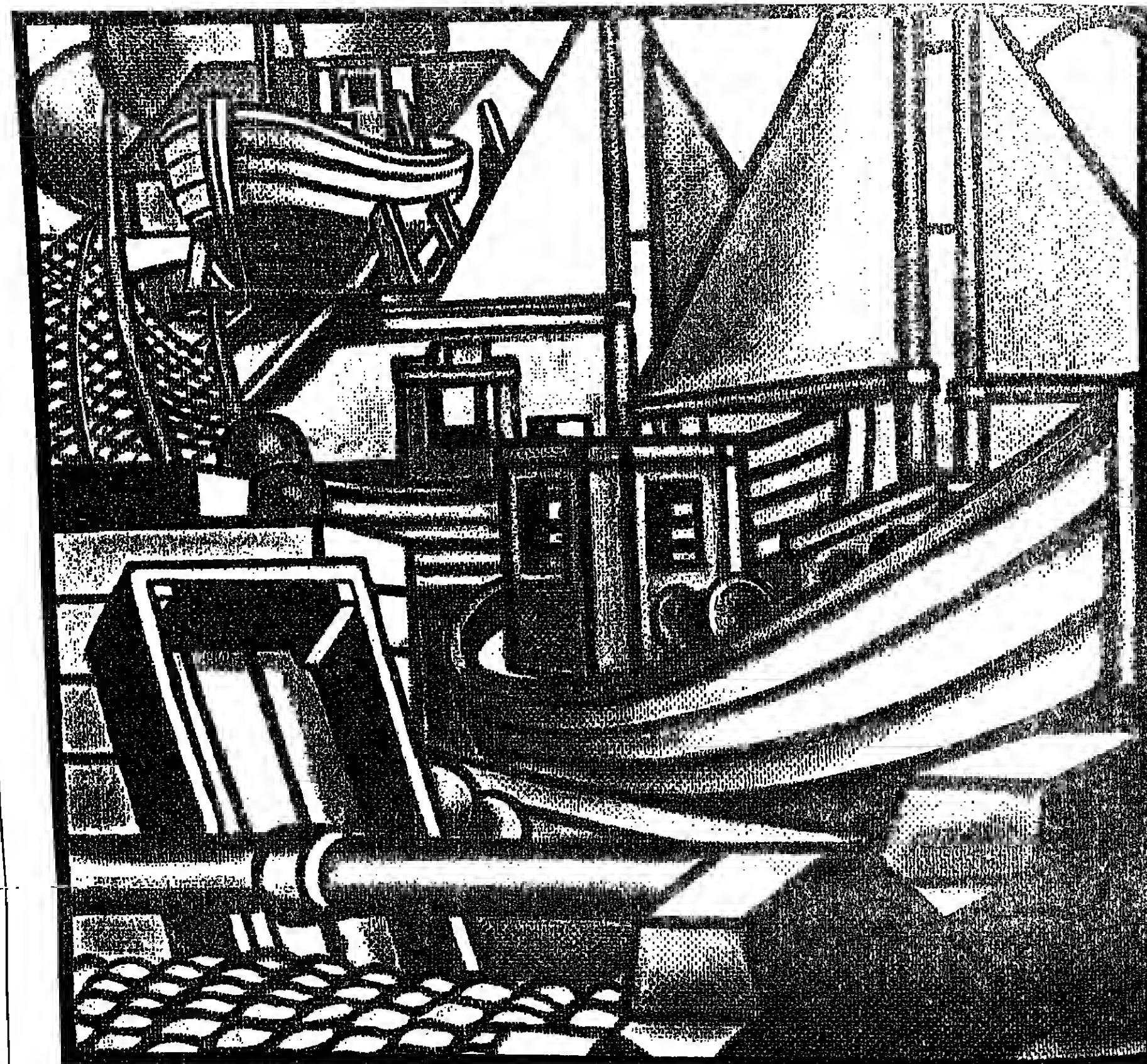
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draulic and mechanical winches, wirewinches, step-up-boxes, fishing gears, storage tanks and conveying plants for fishmeal (raw material), separator conveyors, shrimp shell tables, hydraulic industrial jacks, fish box washing machines, hydraulic bilge pumps (deck pumps), etc.

Postal contact with The Export Group of North Jutland can be made through.



The Industrial Development Council of North Jutland, Nordjyllands Erhvervsråd, Vejgaard Torv 1, DK-9000 Aalborg, Denmark.

September 10, 1976

FISHING NEWS

23

Top seiner Forthright switches to rope reels.

THE 78ft. seine netter *Forthright* has joined the growing number of boats to switch from bins to reels for stowing seine net ropes.

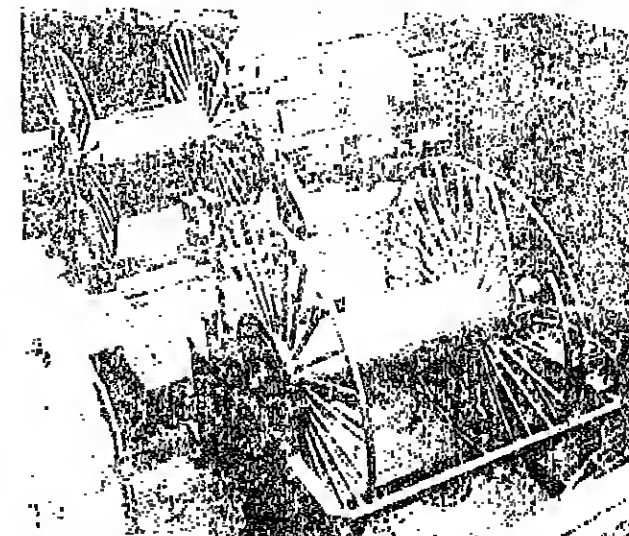
She has been fitted with a two-drum system of reels from the Eilon firm of Fishing Hydraulics (Scotland) Ltd., and the installation was carried out at the Aberdeen yard of John Lewis and Sons Ltd.

Hydraulic power for the reels is supplied from a Vickers pump driven off the Northern Tool and Gear step-up gearbox, at the fore end of her Caterpillar main engine.

Forthright, commanded by Skipper George Hodge of Anstruther, lands her catches in Aberdeen and last year was the second highest earning fly-dragging seiner in the U.K. She made a grossing of £200,011.

The cruiser-sterned and wooden-hulled boat was built at Peterhead's Richard Irvin yard in 1969.

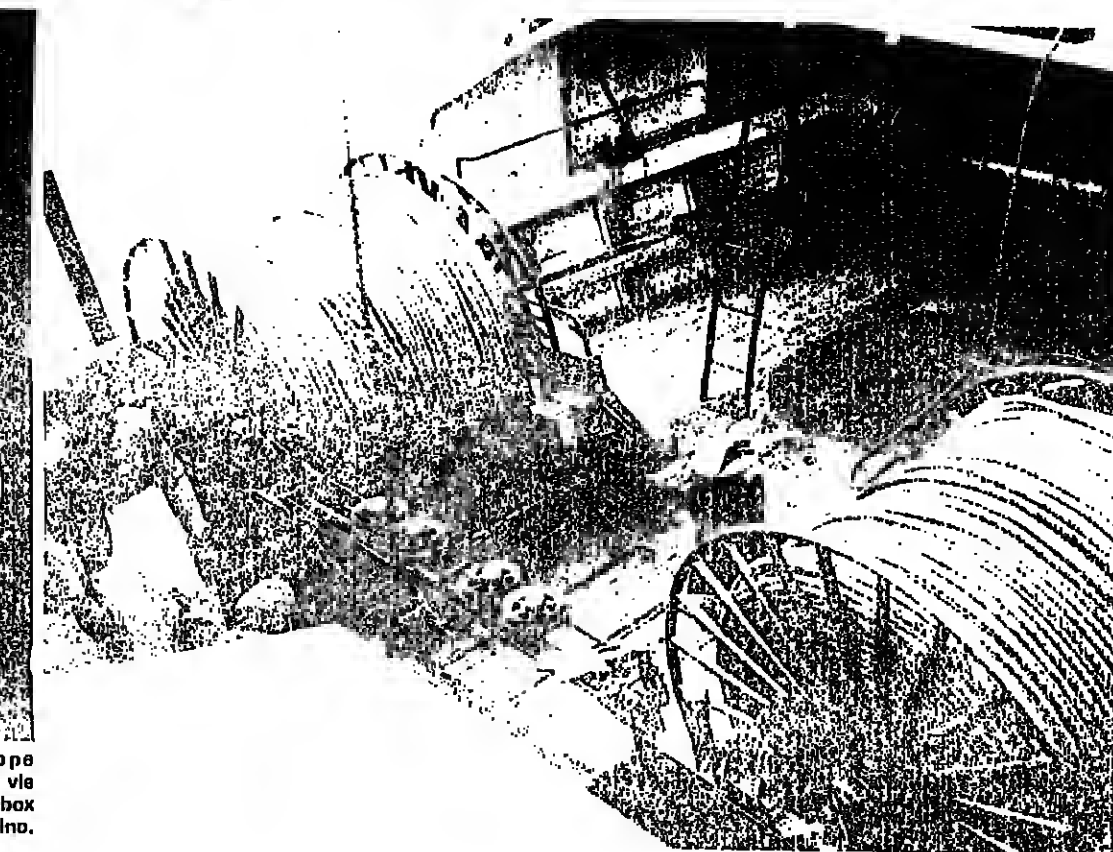
Forthright's rope reels are powered via pumps and a gearbox from the main engine.



Above: the curved slot at the fore end of the main drum allows damaged rope to be guided through on to the auxiliary drum for repair. Hauling does not have to be interrupted. Below: the big-grossing seiner *Forthright*.



Look out for the quarterly supplement on
**FISH HANDLING
PROCESSING & MARKETING**
In Fishing News
on Oct. 8.



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* See also **STARINA**
featured in this issue



"VALMARC" Trawler
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"ADONIS" Seiner Trawler
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"SCOTIA" Seiner Trawler
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September 10, 1978

September 10, 1978

FISHING NEWS

27

'Adelphi'

from page 24

and are carried in pineapple-shaped tanks in the engine room, while the 500 gallon fresh water tank is fitted forward.

Calsonic Engines of Glasgow supplied the main engine, which is a Caterpillar D350 giving 425 hp at 1,325 rpm. It drives the four-bladed, fixed-pitch, 45in. diameter propeller through a Twin Disc M321 gearbox of 4.08:1 reduction ratio.

The propeller was supplied by FAL Scottish Propeller Service of Buckie; the shaft and stern tube being by Henry Fleetwood and Sons of Lissiemouth.

Equipment driven off the main engine includes a 20 kW, 110V, Transmotor generator; two 8 kW, 24V, Transmotor generators; and a Gilbert Gilkea and Gordon bilge and general service pump.

Driven from the fire and through a Northern Tool and Gear gearbox are the Dwyer variable delivery hydraulic pump for the winch and the Vickers hydraulic double pump unit. The latter powers the rope reels, power block and not drum.

Wilmar Engineering of Aberdeen supplied the 36 hp Lister three-cylinder, water-cooled, auxiliary engine which runs at 1,500 rpm. It drives a 15 kW, 110V, and an 8 kW, 24V, Transmotor generator, a G44 pump and a hydraulic pump for fishing gear retrieval.

Three fans — two 12in. supply and one 8in. extractor — ventilate the engine room. The engine exhaust funnels emerge on the casing top, forward of the wheelhouse, and the legs of the gullpost-type mast also serve as natural ventilation shafts for the engine room.

The firm of Drysdale and Bell carried out the electrical installation and supplied the main switchboard.

On deck, the Northern Tool and Gear Minster seine and trawl winch is fitted forward, with the trawl drums lying at the fore side of the seine barrels.

It is the Mk. II model fitted with worm and worm wheel drive and this unit is driven by a Lindo high-speed, low-torque, hydraulic motor fitted on the outside of the winch. The trawl drums have screw brakes and clutches.

A two-drum system of seine rope storage reels, manufactured by Fishing Hydraulics (Scotland) Ltd., lie aft of the winch and can carry 13 coils of 3in. rope.

Skipper Murray's father, Peter Murray snr., was the instigator of rope reels in the Scottish fleet. Together with Skipper Davis Smith of Anstruther, he assisted in the development of the reels in the Norwegian factory of Fish and Ships Gear.

The first set in the Scottish fleet was fitted early in 1973 to Skipper Davis Smith's Argonaut III, while the second set went to the 74ft. Arktos. She was built in 1973 by the Norwegian yard of Sigbjørn Iversen for Mr. Murray's other son, Skipper Colin Murray.

Skipper Peter Murray of Adelphi told *Fishing News* that, although a third drum would be useful for turning the ropes, this operation would be too time consuming.

The reels aboard Adelphi have flange of an open-spoked design and, like all Mains Moyflower gas cooker reels from Fishing

Hydraulics, they have the facility for winding damaged rope onto an auxiliary drum to repair without holding up loading.

In addition, however, a Bevels rope roller is carried so that damaged rope can be coiled down onto the deck for repair if needed.

The midships seine had assembly is by Munster Sling, but the other rollers and sheaves for seining and trawling are of Miller manufacture.

Not drum, power block and crane were supplied by Fishing Hydraulics. The Hydema type RNT73 set drum has a pull of three tons and the Rapp 24 RA 300 power block is hung on a Flab 351 Speedloader hydraulic crane.

This is the second of these articulated cranes to enter service on a fishing vessel, the first having been fitted to Skipper Davis Smith's Argonaut IV.

For trawling Adelphi will use towing blocks hung from the stowage posts fitted at the quarters, in place of the traditional galloways frame.

The posts, consisting of heavy steel tubes, are mounted on a seating carried down into the bottom of the boat to provide a very strong structure.

They are mounted just inboard of the bulwarks, so that the trawl leards can be stored in the usual manner. Flanges at deck level allow the posts to be removed when not required.

Masts are of steel and there is a wooden landing derrick. Chainlit rubber-cased floodlights are mounted on the superstructure and an Associated Plaster fish washer is fitted under the gutting shelter.

Arranged for carrying fish in boxes or bulk, Adelphi's fishroom has aluminium stanchions and wooden pond boards. It is insulated with Solarfoam and lined with wood.

Hydraulic pipes leading from the engine room to the dock machinery forward run along the dock, instead of through the fishroom where they would cause too much heat.

The casing is of steel and the wheelhouse is of aluminium; access to the wheelhouse is provided by a companionway just inside the after end of the casing. Much of the electronic equipment in the wheelhouse is from Kelvin Hughes, including an M344 echo sounder, Sailor T122/R105 sonar, radio telephones, Minch watchkeeping receiver, Foreland VHF radio telephone, Amplidan hailing system and Neco NM704A automatic pilot.

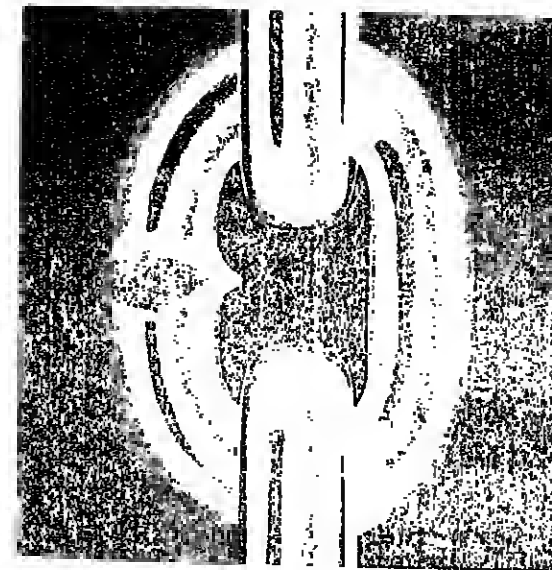
Equipment from Dacca includes: Mk. 21 Navigator, 350F Track Plotter, and radar, and Simrad SL sonar, EQ echo sounder, MA Echo Magnifier and CI Echo Scope.

Other wheelhouse fittings include Tenfjord H116 hydraulic steering gear, Lossie Hydraulics metal-framed windows, Wynstrum window wiper and Morse engine end winch controls.

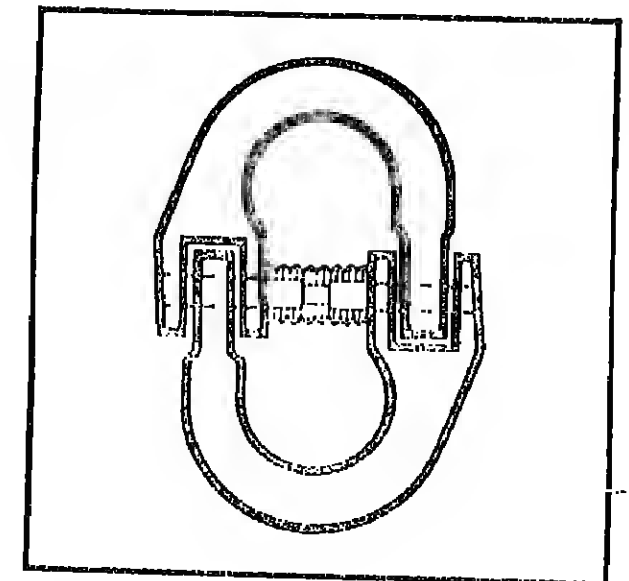
The combined galley and messdeck, in the fore end of the casing, is fitted with a Mains Moyflower gas cooker and a Vaillant water heater.

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Dragalloy Chain



Draglink

In most trawling situations, tests conducted over the years have indicated clearly that the addition of Dragalloy chain to steel wire rope has significantly improved cable life and efficiency.

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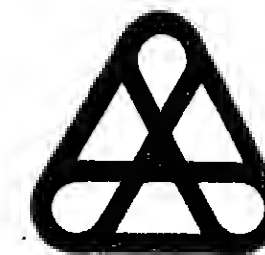
In ground or bobbin cables substitution of 5/8" Dragalloy chain has resulted in eighteen months' life being achieved. Again the use of Dragalloy in back strops and independent piece or pennant has produced 10:1 improvements.

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Adelphi is based on a 75ft. steel hull from the yard of McTay, just south of the Mersey. The fitting out was by the Millar yard of St. Monens, Fla. Her main deck equipment comprises Fishing Hydraulics rope storage reels, Northern Tool and Gear seine and trawl winch, and Bevels rope roller.

MARIGOLD MAKES IT -



An unusual feature of Peterhead's Marigold is her Hydema double-sheave power block.

PETERHEAD'S new 80ft. seiner-trawler Marigold took quite a roundabout route before landing her 486-box maiden catch at the port last month.

Ordered from a Kent yard in 1972, she ended up being completed by a Devon yard mid-way through 1976.

The original order was placed with the Kent yard of Southern Shipbuilders which went bust when Marigold was under construction. A new boat for Brixham skipper, John Day, was another casualty.

Bideford Shipyard (1973) Ltd. won the contract to complete Marigold but, as the after end of the hull was still to be plated, it was impossible to launch it to be towed to Devon.

Instead, the hull was cut into about 20 pieces which were transported to north Devon.

While the hull was being reassembled, the welding was X-rayed where appropriate to ensure that all was in order.

Apart from the lines of her hull, the vessel has been designed by the Bideford yard. She is of traditional modern Scottish seiner-trawler layout.

Har skipper, Peter Duncan, told Fishing News that he is delighted with the work done by the Bideford yard and the workmen there are 'really worth their salt'.

They had rebuilt the hull and fitted her out in about 12 months — and he wishes he had placed the original order with this yard.

Marigold (PD145) bears the name of a steam drifter once owned by the Duncan family, and the same registration number as another of the family's steam drifters, Jeannie.

The new vessel is equipped for seining and trawling, but is at present working the seine net from Peterhead. She has an overall length of just under 80ft., moulded beam of 22ft. and depth, 10ft., with a cruiser stern, round bilges and raked stem.

Also driven from the main engine are a 15kW, 220V, McLaren d.c. generator, an AC 90 24V alternator, a Deani bilge and general service pump and the steering gear pump.

There are two auxiliary engines. The larger is a Lister air-cooled unit of 33 hp at 1,800 rpm and drives a 15kW, 220V Hugh J. Scott generator, AC90 alternator, Deani pump, Worthington Simpson FTV16D air compressor and net recovery pump for the winch.

A small Lister hand-starting engine drives an AC90 battery charging alternator.

A duct draws air direct from the outside to cool the main auxiliary engine.

A smaller double-sheave power block had been in use aboard Skipper Duncan's previous boat, the 75ft. wooden-hulled Fragrance. He had found the block to be so ideal for the job that he decided to have a larger version fitted to Marigold.

Fishing Hydraulics also supplied the two seine rope storage reels designed to hold 13 coils of 3in. rope. Unlike many of the reels being fitted to Scottish boats, they have flanges of solid steel plate.

A Northern Tool and Gear Mastra seine net winch is fitted forward of the reels, while a Baccles rope collar for standby use is installed at the fore side of the winch.

Marigold has also been supplied with a Northern Tool and Gear trawl winch,

although last month this had not been fitted. A one-off model designed to the owners' requirements, it has two warp drums and an anchor cable drum.

Marigold is powered by a B. and W. Alpha, type 405 28 VO, five-cylinder, air-starting, engine which develops 600 bhp at 400 rpm and turns the variable pitch propeller by direct drive. All the sterngear, including the propeller, is of Alpha supply.

The hydraulic power pack for the deck machinery is driven from the fore end of the engine. It consists of a Northern Tool and Gear step-up gearbox driving the Dwyer variable delivery pump for the winch and the Vickers double pump unit for rope reels and power block.

Also driven from the main engine are a 15kW, 220V, McLaren d.c. generator, an AC 90 24V alternator, a Deani bilge and general service pump and the steering gear pump.

There are two auxiliary engines. The larger is a Lister air-cooled unit of 33 hp at 1,800 rpm and drives a 15kW, 220V Hugh J. Scott generator, AC90 alternator, Deani pump, Worthington Simpson FTV16D air compressor and net recovery pump for the winch.

A small Lister hand-starting engine drives an AC90 battery charging alternator.

A duct draws air direct from the outside to cool the main auxiliary engine.

Starting

Ventilation in the engine room is provided by an Alrmax fan fitted at the head of the access hatch. Other engine room equipment includes a set of chlorides heavy-duty iron-clad marine batteries.

Air for starting the main engine is provided by the Worthington Simpson compressor, but this air bottle can also be filled from one of the main engine cylinders.

A set of chlorides marine-type tubular plate emergency batteries, arranged to discharge low current over a long period, is carried on the deckhouse top.

A total of 19.7 tonnes of

continued overleaf

September 10, 1976

FISHING NEWS

IN ONE PIECE!



The 80ft. seiner-trawler Marigold in Peterhead after landing her 486-box maiden catch. She is skippered by Peter Duncan.

FISHING HYDRAULICS X

FIRST CHOICE FOR HYDRAULIC DECK MACHINERY



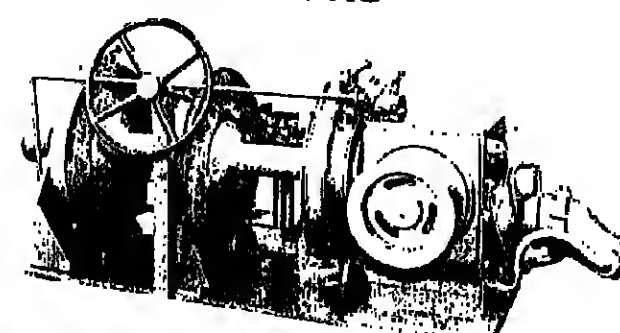
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SKIPPER PETER DUNCAN and the crew of

"MARIGOLD"

from her builders

at the yard where the

workmen are "really worth their

salt" — Peter Duncan

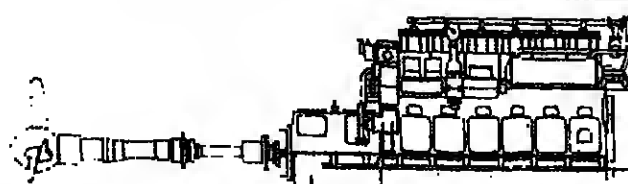


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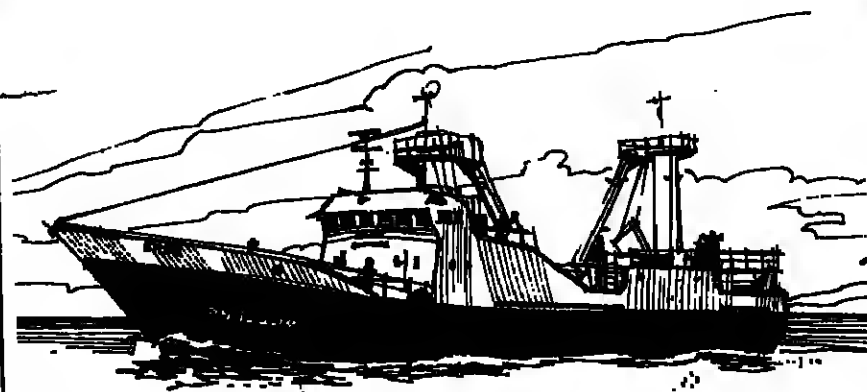
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MARIGOLD

from page 28

fuel are carried in Marigold's two wing tanks in the engine room and in two saddle tanks. A Deumi fuel transfer pump and KDG fuel tank gauges are fitted.

Some 2.2 tonnes of fresh water are carried in an engine room tank and there is a water ballast tank in the forepeak. The fishroom can carry 118 tonnes of fish in bulk and is also arranged for boxing.

It is insulated on deckhead, sides and the forward bulkhead with foam and, on the after bulkhead, with cork. It is lined with wood.

Steel stanchions, wooden pond boards and Sondia fishroom lights are fitted and the fishroom is served by two hatches, the larger one having a small access hatch set within it.

Shelter

Marigold's deckhouse is of steel, while the wheelhouse and gutting shelter are of aluminium.

All masts and spars are of steel and the hatches have steel coamings and aluminium covers.

Chalmit rubber-cased floodlights are fitted and the other deck and internal bulkhead lights are by Thorn.

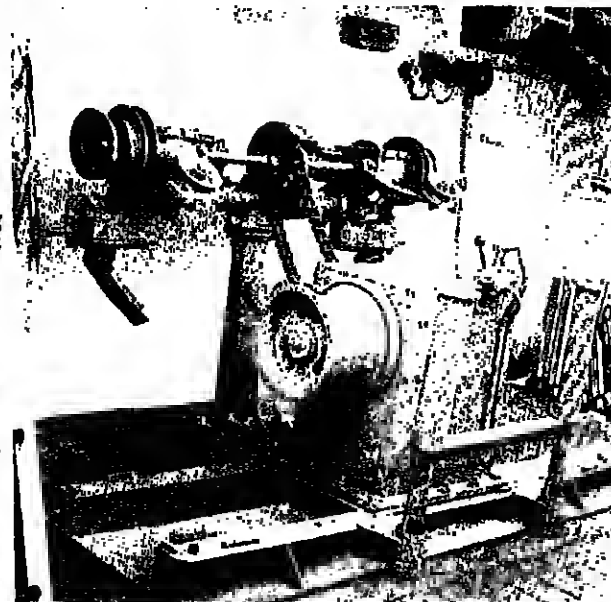
All leads and rollers for trawling and seining were made by the builders, except for the towing blocks which were supplied by Ansell Jones.

Conventional galleys are arranged at starboard bow and both quarters, and a small Fishing Hydraulics landing winch is fitted at the after end of the wheelhouse. The unit is driven from the net retrieve pump on the larger auxiliary engine.

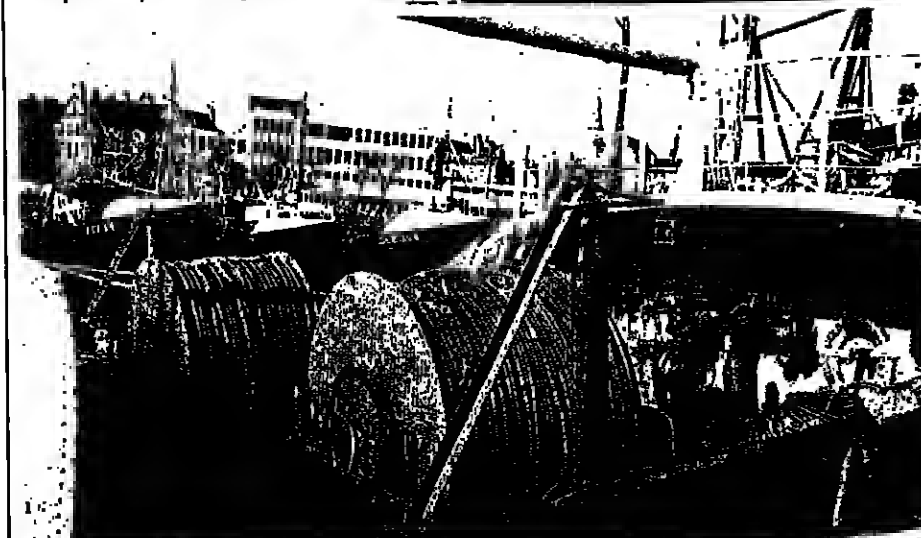
Marconi has supplied most of the wheelhouse equipment. This includes Corvette 265 VHF radio telephone, 'Sailor' T12/R105 seab radio telephone, Warden 11

wntchkeeping receiver, Minicall intercom system, Kodak MD605 radnr, and Kodak SRM 872 AV fish finder and NM850 A net monitor, plus Marconi Graphette standby echo sounder.

Other equipment includes Decca Mk. 21 Navigator, 450 autopilot and 360° Track Plotter, Kent Clearview window screen, Tenford steering gear, Klaxton horn and two Poomer and Hayter



Above: Marigold's main engine and standby Becos rope collar. Below: Skipper Duncan's previous command was the 76ft. Richard Irvin-built *Fragrance*. She has a 240 hp Kelvin diesel installed.



Above: Marigold is another seiner fitted with rope storage reels from Fishing Hydraulics. Below: the seiner ready to berth alongside a Peterhead loe plant.



September 10, 1978

helmaman's chairs. A Noack searchlight is fitted on the wheelhouse top.

All the electrical switchboards and panels were made by the builders, which carried out the whole electrical installation.

An L-shaped galley and messroom are arranged in the deckhouse. Equipment in the galley includes an Agni Celer gas cooker and LEC 24V fridge, and an electric water heater.

Domestic hot water and the central heating is provided by a Kenpeafe oil-fired boiler and there are two Godwin 12 water pressure sets.

A w.c. and shower are also fitted in the deckhouse and borths for the crew are arranged below deck, at

September 10, 1978

TWO REPORTS giving detailed performance data obtained from a series of trials with the 88ft. purse seiner *Courage* are now available from the White Fish Authority.

The reports, which are of direct use to ship designers, machinery manufacturers and purse seiner operators, were produced by the WFA's Industrial Development Unit as a result of work carried out for the Herring Industry Board. Financed jointly by HIB and WFA, the investigation consisted of measured mile, manoeuvring, side thruster and fishing trials.

Built in 1974 by the Hall Russell yard at Aberdeen for George West and partners of Gardentown, *Courage* is of all-welded steel hull construction, being capable of either purse seining or trawling. She has length overall of 28.94m, length bp of 22.86m, and a moulded breadth of 7.32m.

The main engine is a Mirreless Blackstone EWSL 6M diesel rated at 750 bhp at 900 rpm. This drives a Lianen CG-45 three-bladed controllable pitch propeller via a Blackstone gearbox with a 2.548 to 1 reduction ratio. Brunvoll SPH-105 side thrusters are fitted fore and aft.

Deck machinery comprises a Karnoy combination trawl-purse seine winch and a Triplex power block with transport roller. These are powered by hydraulic pumps driven from a power take-off at the fore end of the engine through a central Karnoy gearbox.

During the performance trials many different parameters were measured. These included: propeller shaft rpm and torque; vessel

PERFORMANCE CHECK FOR PURSE SEINER

roll, pitch and heave; rudder angle; propeller pitch; ship's head; thruster pressure and rpm; warp tension; hydraulic pressure and flow rate; and wind direction and speed.

Several different types of transducers, including strain gauges, photo-electric pickups, gyros and accelerometers, were employed to convert these parameters into electrical signals. These signals were then fed to a multi-channel UV (ultra-violet light) recorder, where they appeared as continuous lines on a paper chart. The recorder was housed in a special deckhouse cabin built for research work.

Speed mile

The free running performance of the vessel was established during three double runs, and one single run, on the Aberdeen measured mile. During these runs a free running speed of 11.25 knots was achieved using 750 bhp.

Manoeuvring trials, consisting of two Kempf (zig-zag) manoeuvres, were performed for nominal engine rpm of 910 and 760, with helm angles of 10 deg. and 20 deg., and a check angle of 20 deg. The manoeuvring characteristics were found to be satisfactory at both rpm.

The results from the side

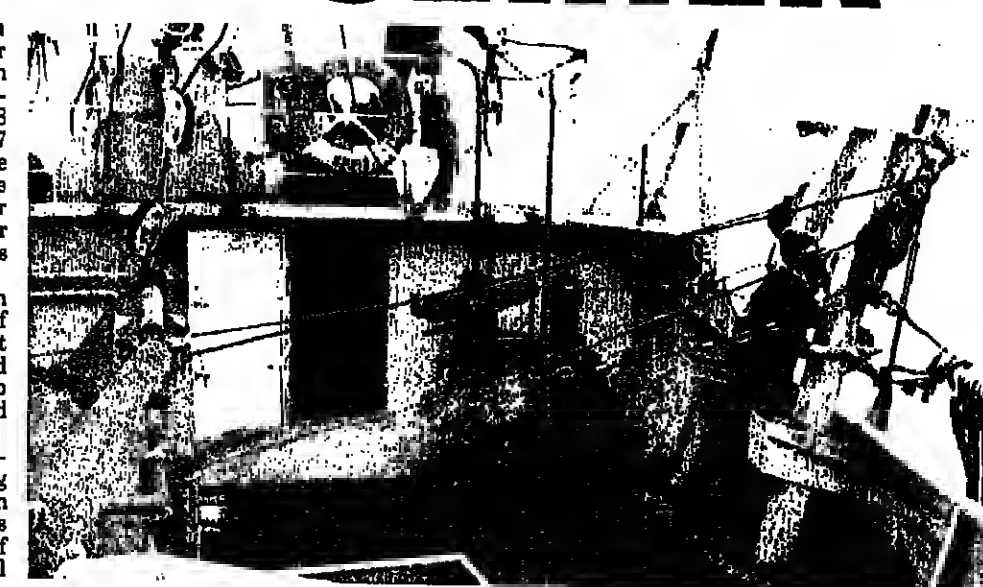
thruster trials were also in line with results published for other installations. Maximum side thrust requirements during the fishing trials were 0.78 tonnes forward and 0.87 tonnes aft. These compare with maximum available thrusts from side thruster trials in Fraserburgh harbour of 0.91 tonnes and 1.04 tonnes respectively.

The fishing trials on *Courage* were performed off the Scottish west coast last summer. The net used had a floatline length of 567m, a ground line length of 63m and a maximum depth of 165m.

Typical winch load requirements during pursing are shown on page 32. It can be seen that the load rises steadily to a maximum of about five tonnes per barrel when the purse wires are vertical, and then falls fairly sharply to about two tonnes as the purse rings are brought up.

Mean hauling speed on the purse line is 0.32 m/s, which corresponds to a mean drum speed of 20 rpm. Power and torque figures to sustain a load of five tonnes at maximum working radius at 20 rpm which speed are 39 hp and 1,400 kgf. m respectively, these being well within the rated performance figures for the winch, which are 60 rpm, 1,600 kgf. m and 110 hp.

Continued on page 32

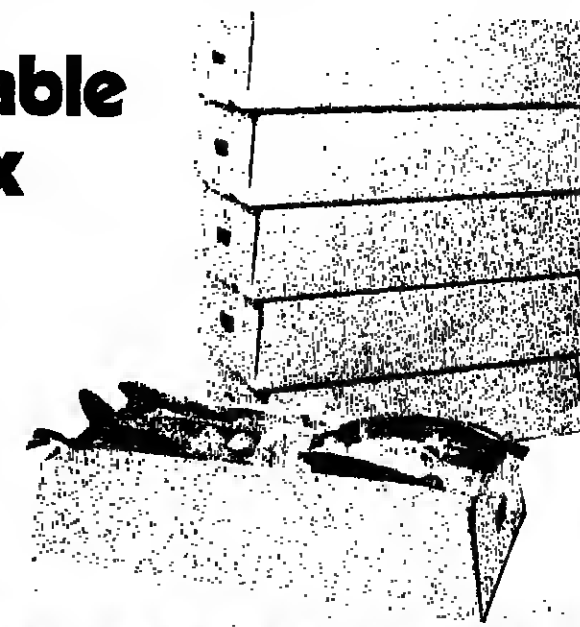


Above: *Courage's* purse wire tensions were calculated from analogue traces provided by special WFA-designed warp tension meters mounted on the purse wires between the winch and gillows.



Right: propeller shaft torque was measured by strain gauges fixed to the intermediate shaft. The signals being obtained from carbon brushes running on slip rings on the shaft. Shaft speed was measured using a photo-electric pick-up.

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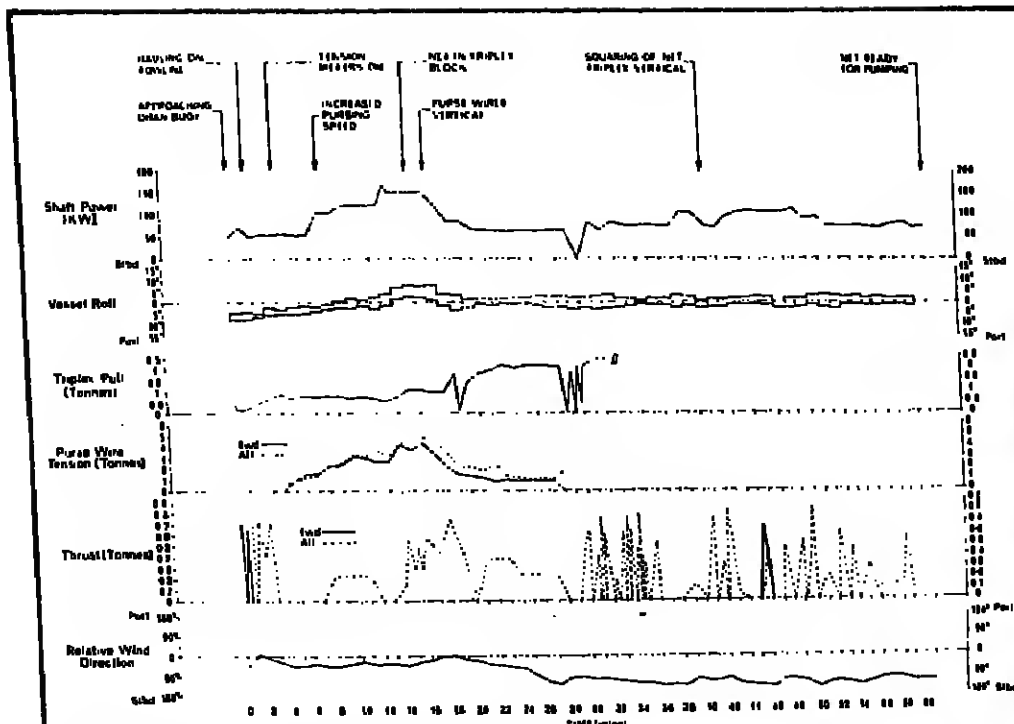
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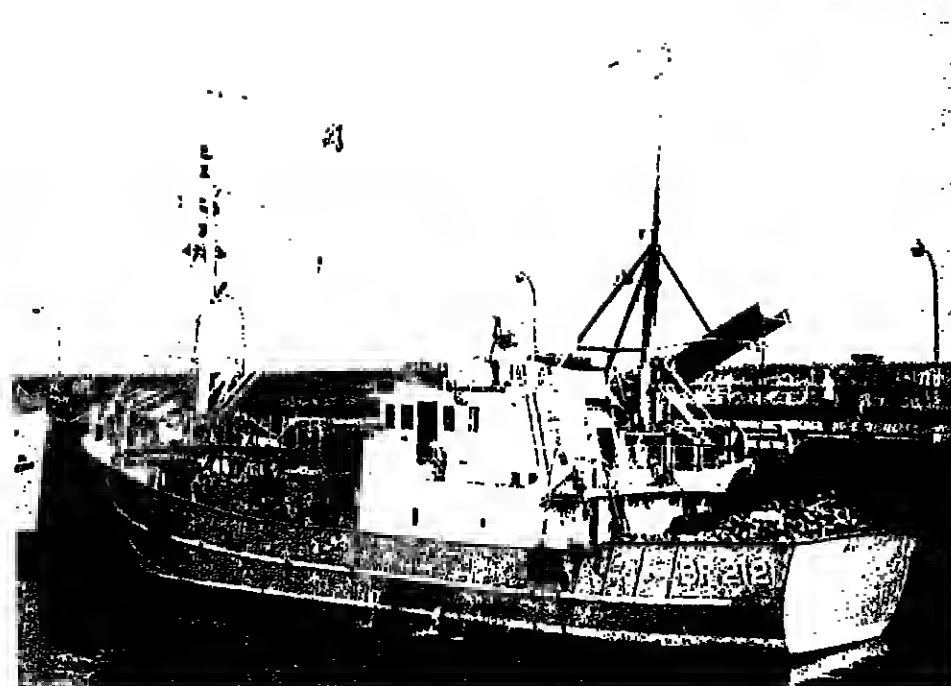
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Results of one of the fishing trials with *Courage*. The measurements will be of use to vessel designers and skippers. One of the more important considerations is vessel roll while hauling the gill net.



Above: *Courage*, the Aberdeen-built purser used by the White Fish Authority for its trials. She is powered by a Mirlees Blackstone 750 bhp diesel driving a CP propeller.

Purser trials

from page 31

The maximum propulsion power requirement during purse seining was 293 hp. This was incurred towards the end of the net shooting sequence, the power steadily increasing from approximately 67 hp as more net was shot away.

During the pursing operation 174 to 201 hp was used, and approximately 74 hp during hauling with occasional use of up to 134 hp for manoeuvres to keep the propeller away from the net.

With all gear stowed away in its normal location, the vessel sat in an upright position, but after shooting the net she heeled 8-7 deg. to port. Then, under the combined action of purse wire tensions and net tension, there was a change of heel to starboard of 11-15 deg.

Experience

The maximum heel likely to be induced by the loads generated by the fishing gear was estimated at 8 deg. and the maximum combined roll and heel likely to occur while fishing was 22 deg.

It should be noted, however, that the results were obtained from a well-managed series of trials with an experienced skipper, and

in reasonable sea conditions. Fishing operations by an inexperienced skipper, or in an excessively bad sea, could clearly cause much greater angles of heel and roll than those measured.

Since the early 1960s a significant contribution to the improved state of engineering knowledge in the fishing industry has been made by various research organisations.

Gaps

Before that time there was an almost complete absence of reliable, quantitative information on the performance of different types of fishing vessels and their machinery, under operational conditions, on which designers and others could base their decisions.

These gaps in our knowledge are slowly being filled, says the WFA, and the design of new and improved vessels and machinery is now on a much sounder technical footing as a result of the type of work carried out on *Courage* and other fishing vessels.

Copies of the reports (MD 25t and 309) are available from: the Herring Industry Board, Sea Fisheries House, 10 Young Street, Edinburgh, EH2 4JQ at a cost of 25 for both copies, post and packaging included.



WFA electronics technician Kenneth Haining checks out the UV recorder on which most of the measured parameters were recorded.

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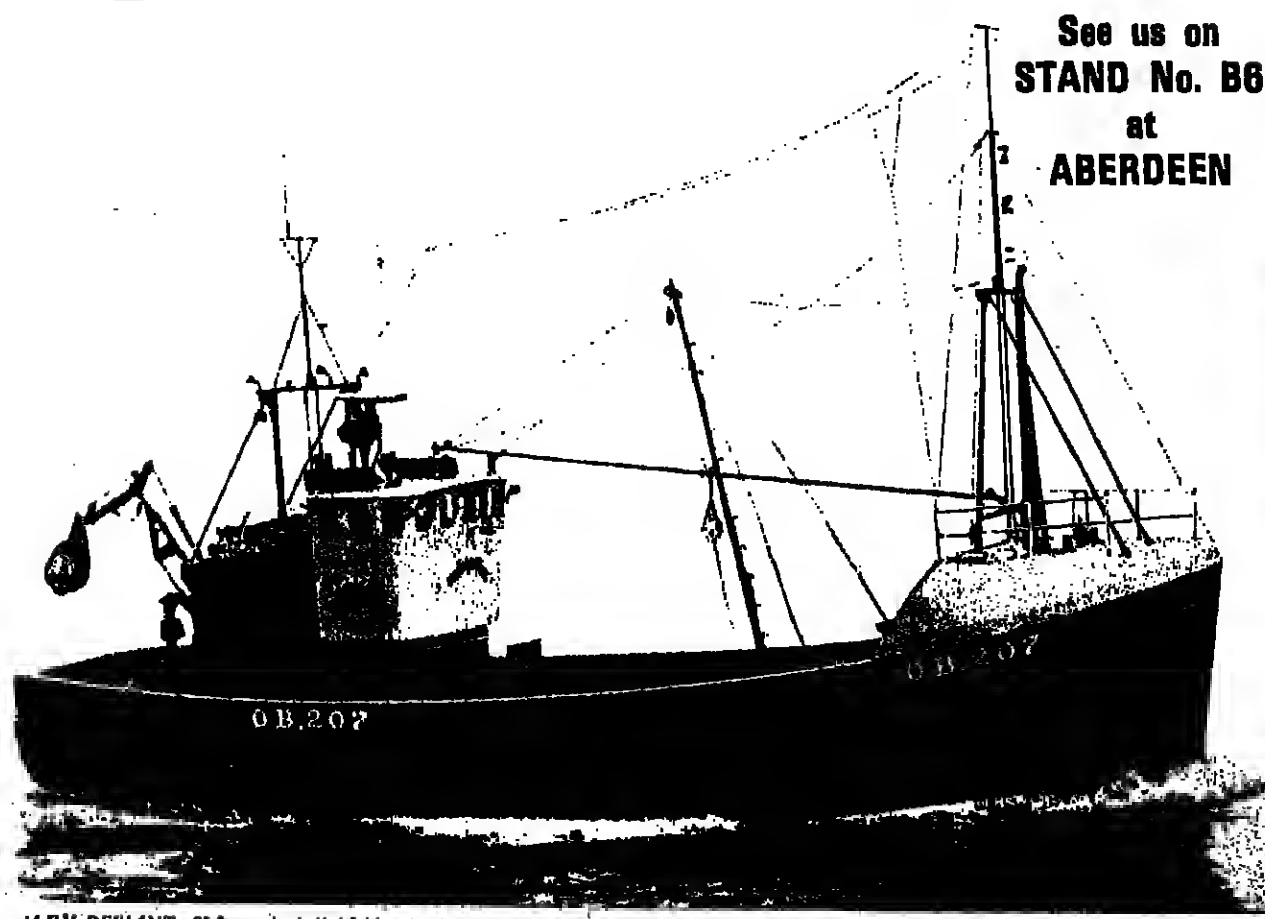
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Slump catches up with boatyards

ONLY TOP SKIPPERS CAN AFFORD NEW BOATS

BOATYARDS in north-east Scotland have low and even empty order books now that the fishing industry's problems have remained unsolved longer than it has taken to build the craft ordered during the good times.

Enquiries have been cut back as both skipper-owners and fishing companies decided that caution is the best policy until the way ahead for fishing can be seen more clearly.

But it's not all gloom. A number of yards have work in hand and the prospect of an order or two in the near future, despite the frightening speculation in the cost of new craft.

One yard keeping going quite happily is the small Arbroath firm of Gerrard Brothers which has two boats under construction and is quite confident another order will be confirmed shortly.

Due for completion in September is the 70 ft. seiner-trawler *Sedulous*, being built for Skipper Robert McBain of Pittenweem.

Designed by G. L. Watson and Co, the wooden-hulled boat has a beam of 22 ft. 8 in. and is powered by a Kelvin engine of 600 hp driving the propeller through a Reintjes gearbox.

Wilmor Engineering of Aberdeen has supplied her Lister auxiliary engine which drives a 13 kW 110V generator and a 24 in. bilge pump.

Equipment on deck is to include a power block, Northern Tool and Gear Mk II seining and trawl winch, plus Loeble Hydraulic rope storage reels.

On the stocks is a 54 ft. G. L. Watson-designed vessel for Skipper Billie Scott of St. Monans. She will have an aluminium deckhouse set on a steel poopdeck, and be powered by a Gardner eight-cylinder engine driving the 60 in. diameter propeller through a Two Disc reverse and reduction gearbox.

Gear handling machinery will include a power block, Northern Tool and Gear winch and, probably, rope reels.

The other yard in Arbroath — Mackay Boat-builders — has an empty order book, but is kept so busy with repair work that no men have been paid off recently. A few weeks ago the yard fitted Northern Tool and Gear winches to two steel vessels.

One of these was the 90 ft.



This 54 ft. G. L. Watson designed seiner trawler is being built for Skipper Billie Scott of St. Monans. Equipment will include Gardner engine and Northern Tool and Gear winch.

Peterhead vessel *Responsive*, formerly the purse seiner *Cloven*, which has been converted for trawling and fly-dragging seining.

The other was the former Aberdeen sputnik trawler *Craighall*, now sold to Ewen Cameron from Boat of Gorteen.

Much more repair and overhaul work is in the offing at this yard.



Above: The launch of the 86 ft. seiner trawler *Helene* marks the end of fishing boat building. Below: A photo taken earlier this year showing the 86 ft. seiner trawler *Helene* under construction. Bottom: *Acadia Wood* was the last but one boat to be built at Lewis yard.



which will include a slipway large enough to repair and overhaul the biggest oil supply boats operating in the North Sea.

Lewis is part of John Wood Group (Aberdeen) Ltd. and the new development will rationalise the ship repair activities of Lewis, and Wood and Davidson Ltd., to operate as the John Wood Group Ship Repairing Co. Ltd.

Provision is being made to build boats again should demand justify this.

It is just 100 years since Lewis began building fishing vessels. In the last ten years or so the yard has built 40 of the smaller type of pocket trawlers and dual-purpose vessels known as the *Spinningdale* class. This includes 21 of the 88 ft. Mk. 1 model, 18 of the Mk. II model and three 75-footers.

Helene was named on August 12 by Helen Wood, wife of Ian C. Wood, managing director of the John Wood Group.

Built to the order of the Don Fishing Co. (Peterhead) Ltd., *Helene* has an overall length of 28.2 m. and beam of 6.7 m. She is powered by a Mirlees Blackstone ETSLMGR engine developing 636 bhp at 750 rpm.

Two Gardner 8LX auxiliary engines are fitted, the port unit driving an alternator and the hydraulic power pack for the deck machinery, while the starboard set drives another alternator and an air compressor.

Gear handling machinery is to include Rapp 24RA power block, Jensen seining and trawl winch, plus Fishing Hydraulics rope storage reels. An aluminium gutting shelter will be arranged on deck.

Wheelhouse equipment is to include Decca autopilot, Navigator and Track Plotter, and two Kelvin Hughes MS44 echo sounders with scale expansion units.

Redifon is supplying a Saxon King radio telephone, Sealand vhf radio telephone, SRE 203 talk-back system, WK2182 watchkeeping receiver and Furuno FRS48 and FRS 24 radars.

The fishroom will have a capacity of 120 cu. m. and be insulated and lined on sides, deckhead and bulkheads.

Lewis is fitting out two other fishing vessels. They are the 88 ft. pocket trawler, *Glen Artney* and *Glen Farg*.

Continued Page 34.

A new kind of fish handling . . .

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FISHING NEWS

September 10, 1978

ordered by J. Marr (Aberdeen) Ltd. from the Dundee yard of Smith and Hutton.

Their hulls were being built at the Middleburgh yard of Teas Marine Services Ltd. under sub-contract to Smith and Hutton, but the latter firm went bankrupt.

Lewis won the contract to complete the vessels which will have Mirreles Blackstone engines.

Peterhead's well known Richard Irvin and Sons Ltd. yard has nothing on the stocks at present, but is busy with repair work including a major job on the 78ft. wooden boat *Ugievale II*. She was badly damaged in a collision while herring fishing off England recently.

The work involves replacing nine planks, two main frames, two main beams, three inside stringers and quite a lot of deck planking.

A new aluminium wheelbeek is being made by A. F. Engineering (Scotland) Ltd. of Peterhead. *Ugievale II* was built at the Irvin yard in 1988 for Skipper Arthur Buchan.

Up at Fraserburgh, James Noble (Fraserburgh) Ltd. is

completing the 55ft. wooden-hulled trawler *Our Heritage* for Skipper Colin Jenkinson of Scarborough, but has no further orders. *Our Heritage* is powered by a 375 hp Kelvin engine driving the propeller in a Kort nozzle. A small Petter auxiliary engine will drive a 24V Trenemotor generator.

Fitted for trawling only, she has no power block and her gear handling aids include Sutherland trawl winch and Clarkas of Grimeby bollards and towing blocks.

Sonar

Wheelhouse equipment consists of Kelvin Hughes echo sounder and Adecope, Tanford steering gear, Kelvin Hughes autopilot, Decca 914 radar and Simrad sonar.

J. and G. Forbes and Co. has two large wooden boats on the stocks at its Sandhaven yard.

Yard Number 287 is a transom-sterned seiner for Mr. Irvin of Shetland. She is 85ft. long, with a beam of 23ft.

Her engine will be a Cater-

pillar 800 hp unit and her equipment will include Brunsvol stern thruster and Kormy winches.

Yard Number 288 is an 80ft. transom-sterned vessel to the order of Skipper James West of Gardentown. She will be powered by a Mirreles Blackstone engine of 760 hp. In Fraserburgh harbour Forbes is fitting out two 85ft. steel-hulled purse seiners. These vessels are victims of the financial collapse of Dundee's Smith and Hutton; Forbes later won the contract to complete them.

Designed by the Neper of Arbroath, they are being built to the order of Alexander Masson and others and David Alexander and others.

Each will be powered by a Mirreles Blackstone engine driving a Laseen variable pitch propeller in a nozzle. They also have Gardner auxiliary engines, Brunsvol side thrusters, Karmoy purse and trawl winches and Triplex net winches.

Further along the Moray Firth coast from Fraserburgh, the Macduff Boat Building and Engineering Co. is still quite busy with three wooden vessels.



James Noble's 55 ft. *Our Heritage*, has a Kelvin 375 hp Diesel and a Kort nozzle. She is for trawling only.

A 85ft. transom-sterned trawler is almost complete for Skipper Alec Newell of Kilkeel, Northern Ireland. Designed by G. L. Watson and Co., she has a beam of 21ft. 8in. and her superstructure is of steel.

Propulsion is provided by a Kelvin TASC8 engine which gives 415 hp at 1,200 rpm, and drives the Bruntons four-bladed, fixed-pitch, propeller through a Reintjes 4:1 reduction and reverse gearbox.

Equipment driven from the main engine includes two 24V Transmotor generators, a Gilbert Gilkes and Gordon Gilmeec 250/700 bilge and general service pump, and the hydraulic steering gear pump.

The auxiliary engine is a Lister HRM3 running at 1,800 rpm to give 37.5 hp. It drives a Gilmeec 250/700 pump, a Transmotor 24V generator and a small hydraulic pump for fishing gear retrieval.

Tanks have capacity for 1,800 gallons of fuel oil, 250 gallons of fresh water and 40 gallons of lube oil.

A Jensen Skagron type 80 trawl winch is fitted in the shelter of the wheelbeek. It is powered by a Dowty variable delivery hydraulic pump driven from the fore end of the main engine through a Graham Ferrier step-up gearbox.

A Loele Hydraulics Co. 24in. power block is hung from a crane mounted at the after starboard corner of the deckhouse.

Fish finding aids in the wheelhouse are, in the main, from Simrad and comprise EQ Echo sounder, MA Echo Magnifier and C1 Echo Scope, and also sonar with CM Sonarscope.

A Furuno net sounder is to be fitted and, other equipment includes: Simrad RW watchkeeping receiver, Teniford H100 ESG steering gear, Morse engine and winch controls, 'Sailor' T122/R105 SSB radio telephone, 'Sailor' RT144 vhf radio telephone, Decca Mk 12 Navigator and Decca 450 automatic pilot.

The fishroom is insulated on the bulkheads and is fitted with wood boards and aluminium stanchions. It is served by one steel hatch with an aluminium cover.

An unusual feature is the skipper's cabin, which leads off the main cabin below deck aft. Bunks for six are arranged in the main cabin.

A Color gas cooker is fitted in the galley, at the after end of the deckhouse.

Under construction at Macduff is a 50ft. transom-sterned G. L. Watson-designed trawler for Thomas Buchanan Strachan and Alexander Strachan of Fraserburgh.

She will be powered by a Gardner 8L3B, 230 hp, engine driving through a Twin Disc 4.13:1 reduction and reverse gearbox to a 60in., four-bladed, fixed-pitch, propeller housed in a Kort nozzle. Gear handling machinery will include a Norwinch net drum and Norwinch TC8 trawl winch.

Other equipment will include Humber 81 Andrews-type warp tension meters, Willis Ridley steering gear,

'Sailor' radio telephone, Simrad vhf radio telephone, Decca radar and 450 automatic pilot, Simrad EQ echo sounder and echoscope, and Ben Amphitrite speed log. She is scheduled for completion later this year.

On order at the Macduff yard is a 74ft. G.L. Watson-designed, cruiser-sterned, seiner-trawler for Macra Duggie and McPetersson of Buckie.

Equipment will include Kelvin 500 hp engine, Sutherland winch and Loele Hydraulics power block and rope storage reels. Buckie's three boat-building firms have boats under construction at present, but are somewhat anxious about the future.

Commander Robert Young, managing director of Jones Buckie Shipyard, told *Fishing News* there is quite an interest in new boats now but, because of the huge costs of new vessels, most of the enquiries are coming from top skippers only.

Jones Buckie has three vessels under construction but, although it has several tenders out, there has been no more firm orders yet.

Commander Young said his firm would be forced to consider redundancies if no further orders are forthcoming.

Grimsby

Noising completion at the firm's Lossiemouth yard is the trawler *Jean Scott*, which Skipper Phil Scott of Grimsby will work for Riversdale Trawlers Ltd.

She is a sister-ship to *Margrethe Bojen* built earlier this year for Skipper James Bojen of Grimeby, but differs in that she is powered by a Gardner 8L3B engine of 230 hp driving a fixed-pitch propeller. (A full description published in *Fishing News* April 9).

At the Buckie yard, a 74ft. transom-sterned seiner-trawler is under construction for Skipper J. McKenzie of Nairn. Designed by G. L. Watson, she has a beam of 21ft. 8in. and comes under the 50-ton registry. The craft is to have a three-drum system of rope storage reels from the Loele Hydraulic Co. The third drum will allow the ropes to be turned.

Her main engine is a Caterpillar D353 of 425 hp and other equipment is to include Lister auxiliary engines, Sutherland winch and Loele Hydraulics power block.

Kevin Hughes is to supply most of her wheelhouse aids, including MS44F echo sounder, type 17 radar, Simrad radio telephone and Portland vhf set.

Skipper Eric Smith of Buckie will take delivery of the next vessel, of similar lines and dimensions, to Skipper McKenzie's boat. An unusual feature will be the

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fishroom cooling plant supplied by Currie and Thomson of Elgin.

The compressor will be driven from the auxiliary engine.

She will also have three Loele Hydraulics rope reels, while other equipment will include Kelvin TBSC8 500 hp main engine, Sutherland winch, Loele Hydraulics power block, Decca radar and Eloc echo sounder and fishlugs. Completion is scheduled for next spring.

Herd and Mackenzie of Buckie also has three boats under construction but, despite quite a few enquiries, has no orders beyond this. A cut-back in labour will have to be considered if nothing turns up.

Due for delivery before the end of the year are two 87ft. steel stern trawlers for the Chambers brothers of Annelong, Northern Ireland.

Designed by the builders, they have a beam of 24ft. and are of round bilge form, with a transom stern, and have the engine room and superstructure forward and the fishroom aft.

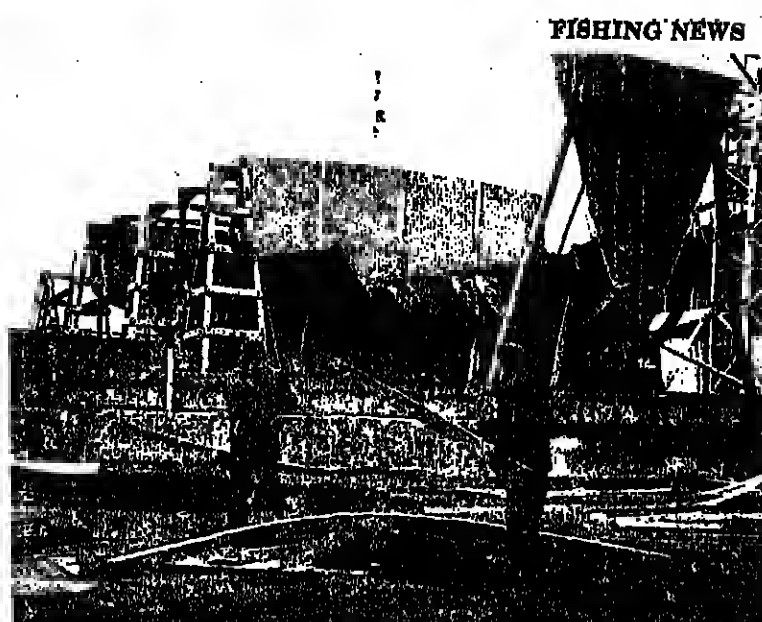
Each will be powered by a Mirreles Blackstone engine of 800 hp driving a Laseen variable pitch propeller.

Under construction at Herd and Mackenzie is 74ft. cruiser-sterned wooden seiner-trawler for Skipper J. S. Smith of Buckie, meanwhile in command of *Helena*.

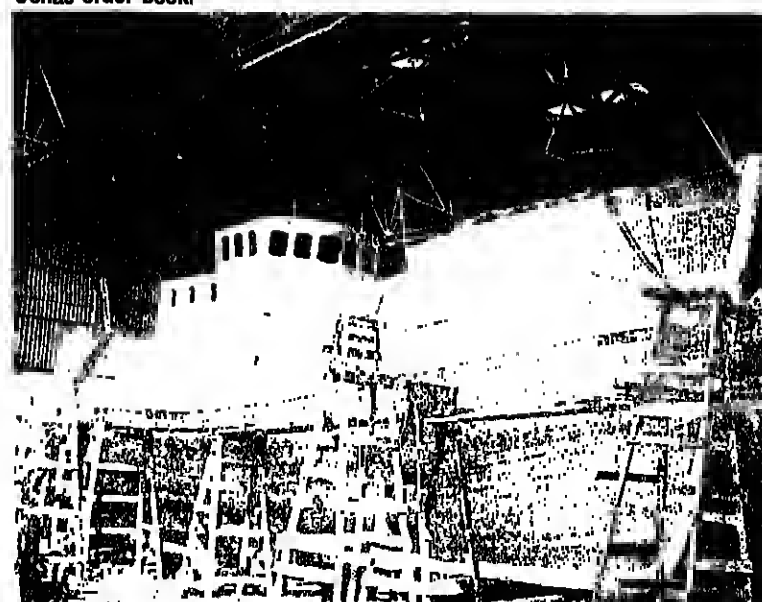
At the other end of the harbour from Jones and Herd and Mackenzie is the George Thomson and Sons yard.

Here, a 74ft. transom-sterned and G. L. Watson-designed seiner-trawler is on the stocks and will be launched at the end of September.

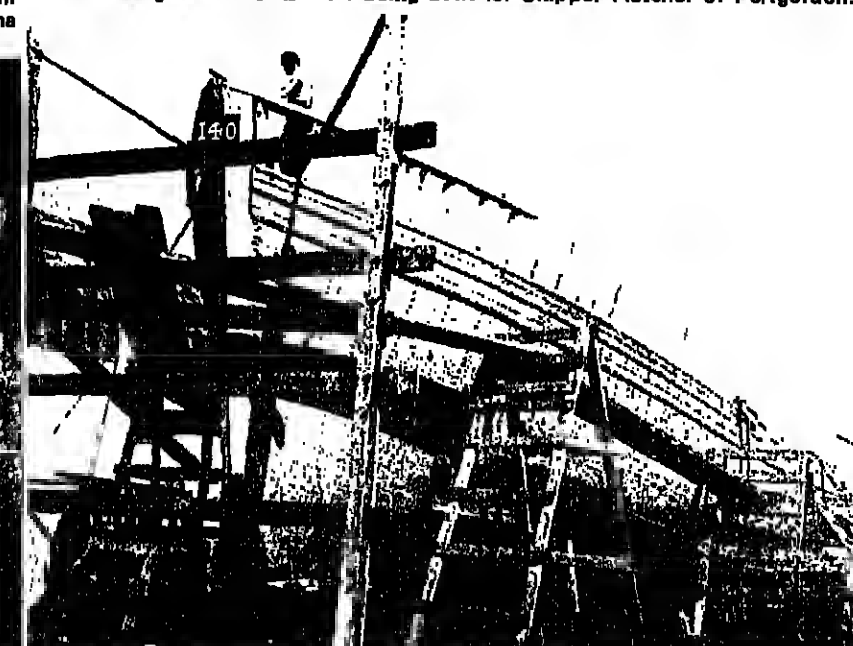
The Thomson yard has no other orders as yet, but enquiries are coming in.



A photo taken some time ago shows work starting at the Herd and Mackenzie yard on one of the 87ft. steel stern trawlers for the Chambers brothers of Northern Ireland. Work on both boats is now well advanced. Below: Jones Buckie Shipyard is building a 74ft. G. L. Watson-designed seiner-trawler for Skipper J. McKenzie of Nairn. An unusual feature will be her three-drum system of rope reels from the Loele Hydraulic Co. She is the last but one boat on the Jones order book.



Above: the 85ft. trawler *Loyal Friend* has been built by the Macduff Boat Building and Engineering Co. for Skipper Alec Newell of Kilkeel, Northern Ireland. Below: last boat in the current order book of George Thomson and Sons is this 74ft. G. L. Watson-designed seiner-trawler being built for Skipper Fletcher of Port Gordon.



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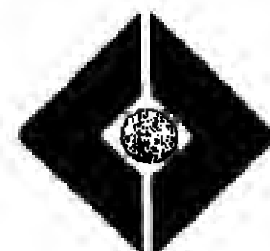
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No 66

September 10, 1978

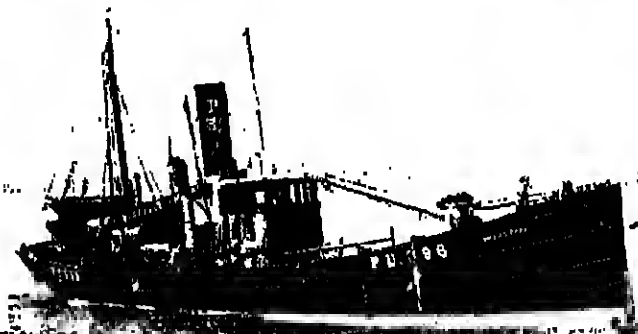
FISHING NEWS

38

SCOTTISH fishermen have not only brought prosperity to their own shores. Before the turn of the century and right up to the 1960s, the arrival of the Scottish herring fleet was eagerly awaited in English ports along the east coast. TOM WOOD looks back on those days at Grimsby where, now, only the rotting herring jetty stands as a reminder of the passing of this great fishery.



Above: The deserted and derelict herring jetty at Grimsby in 1978. Years ago the jetty would have been filled with sailing boats and drifters but, today, even the gulls have deserted it.



Top: See Reeper, down for the herring at Grimsby. Above: John Hard, a typical Scottish steam drifter like the hundreds which visited Grimsby. Below: Gratitude, one of the last Scottish motor drifters to visit Grimsby in the early 1960's. Bottom: Argonaut, one of the last Scottish motor drifters to visit Grimsby arriving with a catch.



When Scots sprinted for Grimsby's

THE SAD STORY of the North Sea herring fisheries has one of its most melancholic memorials in the deserted and derelict wooden herring jetty at Grimsby.

For almost a century it was the setting for the landing of the most nutritious of all fish but, although the idea still swirls around its rotting piers, they no longer bring with them the scores of late summer herring drifters laden with their silvery hauls.

Grimsby never had any drifter fleets of its own worth mentioning. For generations

it enjoyed a cosmopolitan patronage of English, Scottish and foreign drifters of immense value to the port.

Above all it was the industry of the Scots boats and their fisherfolk ashore who were responsible for most of this prosperity as they followed the herring south.

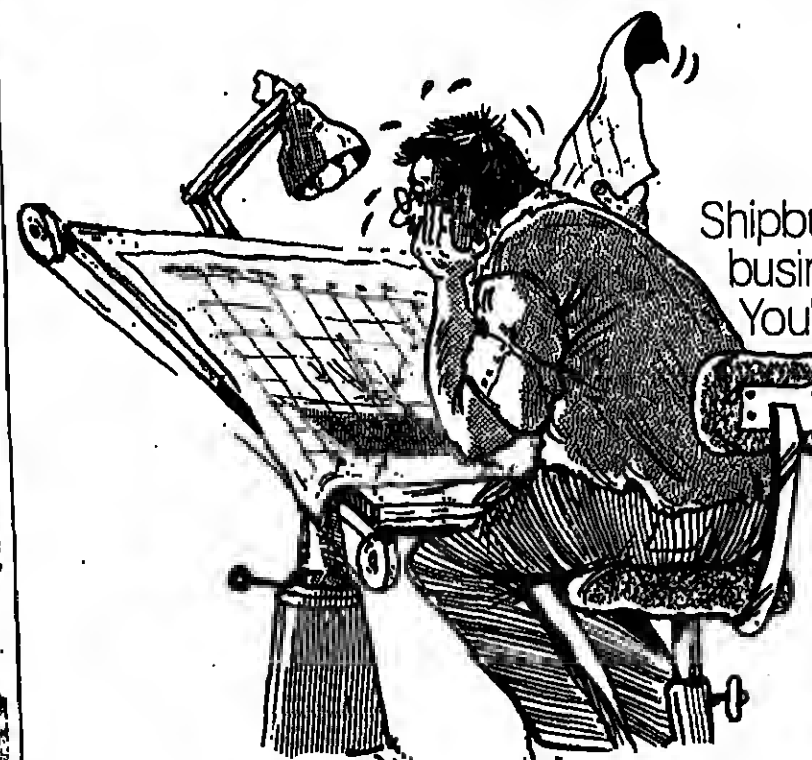
At its peak before the First World War when the fishing was "on", the tidal basin outside Grimsby's Royal Dock thronged with so many vessels they used to say you could walk from the west pier to the east pier, where the market was, stepping from drifter to drifter.

Herrings teemed ashore by

the million and the clanking din of overworked pulleys, the chatter of barrels and the hubbub of strange tongues—many with broad Scots accents—from the Sals Rigg mingled non-stop with raucous cries from the drifters and screeching gulls swirling in eddies of bait over those strange proceedings.

Yet Grimsby was never a serious rival to Lowestoft or Yarmouth. The Grimsby season was sandwiched very conveniently between the end of the Great Scottish summer season and the beginning of the famed East Angles autumn fishery around

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September 10, 1978

FISHING NEWS

sprinted for sale ring

Michaelmas (September 29). Most of Grimsby's fish came from the drifters which nightly shot their nets on the grounds off the Yorkshire coast, the western Dogger, or the Dowling. Harcomptone were Scarborough, Whitby and Shields on the Tyne.

Where the Humber port scored was in an amazing feat of white-funnelled passenger and cargo steamers, belonging to the Great Central Railway (later the L.N.E.R.), which operated weekly, and sometimes daily, services to the continent.

They were a veritable god-send to the exporters with ports of call at such convenient places as St. Petersburg, Kroningsberg, Bremerhaven, Gothenburg, Antwerp, Rotterdam, Settin and Riga. The demand for cured herrings there before 1914 was almost insatiable.

Although the industry was very much in decline, it was a body blow to Grimsby when the railway steamers were transferred to Hull and Goole in 1933.

In 1902, when 143 Scots drifters came to Grimsby, 17,843 tons of cured herring were exported. And the figures rose gradually to 23,489 tons in 1911 (Grimsby's best year), when

close to 200 Scotsmen were based on the port. That year alone well over a quarter of a million tons of herrings were landed, with the lion's share coming from the Scots' nets.

The loss of valued markets in Russia, Germany and Poland after the 1914-18 war changed everything and are reflected in immediate post-war exports of 1,365 tons in 1920 and only 5,127 tons in 1925; the best year since.

Thereafter, it was just another story of slow decline. The prominence of Grimsby as a herring station dates from 1865 when early Scottish sailboats made their first landings. Carl Magnus Mundohl, smack owner and fish salesman, sold the fish and a body of influential Grimsbians, with commendable foresight, persuaded the Railway Company to make arrangements to accommodate the drifters' needs, albeit for a few weeks annually.

No records exist of those early visitors. It seems likely, though, they were fished from Anstruther or Kirkcaldy, as these were the ports which blazed the trail south.

At that time the fish was the most common fishing vessel in Scotland, with the high dipping lug sail forward and a smaller one aft. They varied in length from 60 to 75 ft. and, like many of the other types of sailing craft from Scotland, survived long after the era of sail was over with motor engines added.

By the 1880s the zulus from the Moray Firth ports were crashing up the Humber. Probably the most majestic of all sailing craft, many were well over 80 ft. and carried such towering expanses of lug sail they could only be hoisted on most vessels by a steam capstan.

In port their huge pitchpine masts resembled rows of trees, but there was nothing ungainly about them under sail and the grandeur of these splendid luggers thundering along at ten knots, or more, quickened many a pulse.

There was also an assortment of other vessels which called at Grimsby, including the time-honoured skiffle and the baldies from Leith. Only when the winds fell away were they vulnerable. Then they would produce huge oars, known as sweeps, to laboriously manhandle the big luggers.

The herring jetty at Grimsby during the season. The photo shows the main masts of Scottish Zulus and Fifes. About 1912.

A lucky drifter could strike full almost as soon as her nets were shot, or wait night after night for a solitary fish and then, if she would not make the markets with the perishable fish, it could apall disaster.

Indeed it was the uncertainty of delivery which led to the eclipse of the luggers, although there were still many around right up to the First World War.

As with the sailboats, families banded together to invest in steam. The first steam drifters from Scotland came to Grimsby around the turn of the century and new vessels followed every year.

Doldrums

Until the outbreak of war they held unparalleled prosperity, but in the 20s and 30s—with the industry in the doldrums—they were a constant source of ruin. Many were the Scots drifterman who returned home after months on the "voyage" and back-breaking work to settle deeply in debt.

The Scots had a passion for colour and their boats, like those from Yorkshire, gleamed with bright paintwork and the most artistic schemes imaginable.

In the early days sentimental romantic and poetical names were very popular and many in turn passed to the powered craft, reflecting the hopes and aspirations of the owners.

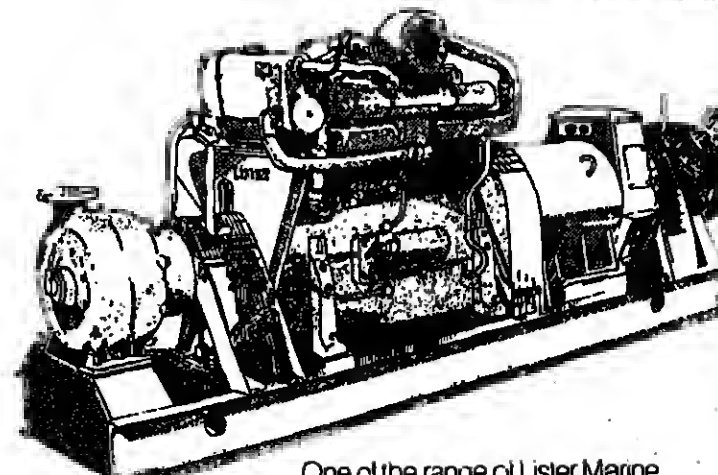
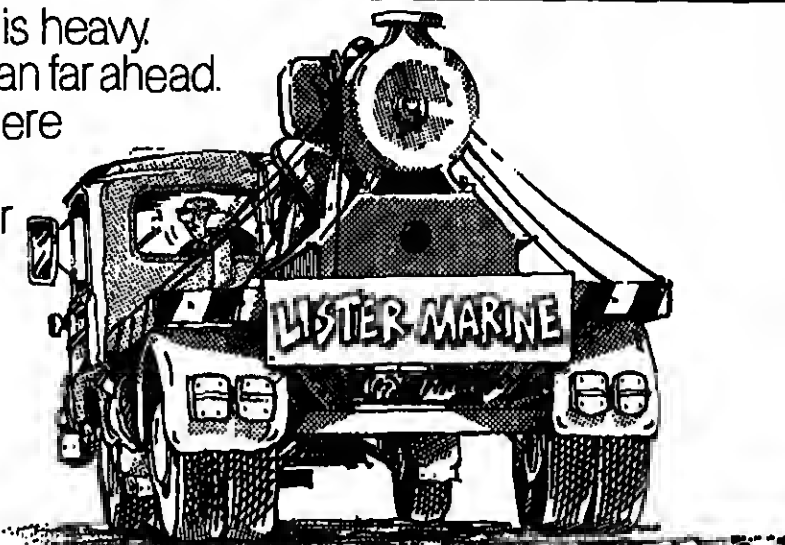
It is difficult, from the many thousands of different names, to select a representative sample but *Ocean Racer* (NS 2198), *Fisher Lass* (INS 1081), *Be in Time* (BF 114), *Speedwell* (FR 668), *Flying Scotsman* (BF 608), *Zeal* (BF 272), *Providor* (KI 51), and *Fisherboy* (WK 84) must give an idea.

Religious and temperance movements were represented by *Band of Hope* (PD 1048), *Good Intent* (INS 266), *Carpenter's Son* (BF 376) and *Abolition* (BF 347).

Some of the bigger types like *Gipsy King*, *Empress*, *Humber* and *Lifeguard* could manage half-a-dozen drifters at one tow and, with their paddles burning through the grey Humber waters, looked like broody hens flapping along ahead of a family of over-sized chicks.

To the hard-pressed pattern of the Grimsby season was established, it work of herring sailing in the summer fleet they must have stopped coming to Grimsby in summer more than a century ago. The emphasis was always on the voyage rather than the catch. There were frantic attempts to get the boats' catch business.

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John Hard



Sale ring sprint

from page 39

back to Grimaby and many unfortunate drifters missed a leap for the quay, before a vessel was fast, in the sprint to the Sale Ring with a sample of the catch.

The tolling of a huge bell, which could be heard all over the docks, marked the beginning of the sales and, on a busy day, it would ring out ten or a dozen times as drifters arrived with unsold fish.

Before the 1914-18 war foreign buyers from all over Europe could be found at the Sale Ring competing with the British processors. The fish were sold on the strength of the sample and, as an insurance against a hand-picked selection of the very best fish, the buyers had the right to reject the entire catch if it failed to measure up to the Sale Ring sample.

Once sold, the catch was unloaded in quarter cren (3) cwt. baskets, branded by the authorities to ensure a legal measure — although

there were a few dodges to "stretch the catch" and the buyers had to be always on their toes. It was a tough, hard bargaining world where no quarter was asked or given.

Most of the English boats were owned by companies which sent their own salesmen up to Grimaby, while the Scots relied on "arrangements" sometimes with these itinerant salesmen and sometimes with local men who built up a wonderful reputation over the years.

In the formative days such men were Thomas Robinson, Joseph Bulpitt, Bill Letten, James Plastow and Johnny Mackrill. Later the mantle of these stalwarts fell on George Mac, Sam Chapman, Ernie Cooper and George White.

Much of the herring landed at Grimaby was "mealy" (running with spawn) and rich in oil. Overdays (anything over 24 hours old) were rare, unless the weather clamped down, and there was always a big cure at Grimaby.

John L. Grant (the man who invented the Grimaby bluet) had an enormous curing business, specialising in all methods from pickling to smoking, while Frank Petersen was very much of a force with the local fishers; White & Willows creamed off most of the klondyking.

Lassies

These, and many others, were the men who employed the fisher-lassies; that long-suffering army of female shore workers, almost entirely from Scotland, without whose efforts the industry would have collapsed before it ever began.

No tale of the herring industry could possibly be complete without a tribute to the vital role they played. They came by the trainload along with the coopers, the basket-makers, the renascers and the buyers. Dressed in long dark oilskin aprons, calf-

Herring zulus and flles putting to sea. The paddle tug (second left) is giving some boats a helping hand.

length seaouts end, usually with a headscarf tied tightly over their heads, they were unmistakable.

In wind and rain they stood for hour after hour at the pickling plots "gripping" (gutting) those silver darlings faster than you could count them; thirty, forty and even fifty to the minute was normal yet, in spite of these incredible skills, they received a pitance.

Their split and bleeding fingers, from working with such sharp knives and in so much salt, were bound with lengths of rogs, but they sang their ceros away often working from dawn until late in the misty autumn nights by the light of a gaslamp.

They travelled light with a wooden chest, colled a kist, and lived simply in lodging houses near the docks.

Only at the weekends did the men venture off the docks. Many Scots fishermen were deeply religious and wouldn't dare fish through a Saturday night into the Sabbath.

After the Saturday sales

they took their drifters into the Royal Dock where they tanned their nets and the steamers look on cool from a merchant they nicknamed, with humour, "Wadden Weight".

Later they emerged from their vessels, many with bundles of washing for hanging home, and galloped in groups at meeting places known as Bickie Corner, or Peterhead Corner, to talk things over.

A few would take a drink in the pubs down Freeman Street, or in Ribby Square, but more often than not they turned to the Bethels and Nonconformist chapels of New Cleo, where they sang hymns with intense fervour, or listened eagerly to the evangelists along with the fisher-lassies, during the periodical religious movements which swept up and down the east coast.

Worst

In 1913 a good drifterman made 15 per week with ease; by 1933 they were lucky to make 11 per week for the "Voyage". But worse followed and, in 1938, only 50 Scotsman worked the Grimaby season and the total catch, including fish from a handful of English drifters, was only 9,406 crans; the worst in over 50 years.

With fewer and fewer herring to catch, the boats fished very lightly after the Second World War. 30 drifters landed 637 crans during a week in 1962, with the last "big shot" of 70 crans coming from *Nautillus* (FR 187).

In 1983 Scottish drifters reported more than 800 continental boats fishing the Downs and the herring was finished. A whole way of life at Grimaby was finished for ever.

Gone were the years when the drift fleets stretched further than the eye could see, and so were the sights of scores of steam drifters racing to market through the mist of an autumn sunrise.

Gone, too, were the trains which brought the Scots lassies and the quays which once retiled to the clutter of the flat herring carts, or the chatter of the Gaelic.

All that is left are the memories. Tom Wood.

BOAT NAMES LONG GONE

THE CHOICE of names for a boat is always a popular subject for discussion in fishing circles, writes Gloria Wilson.

Many names in use today are associated with fishing families who have retained them for all their boats. Names have been handed on from sailing boat to steam drifter, then to the more modern wooden-hulled and then steel-hulled motor boats.

Other names are new and the result of much thought by vessel owners. The reasons for their choice are as interesting and varied as the names themselves.

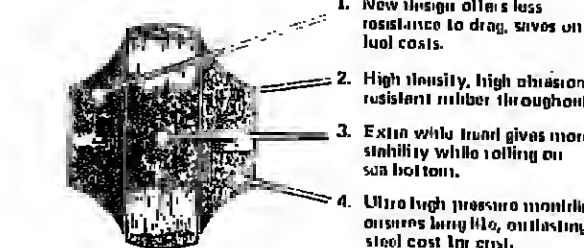
However, many colourful names recorded in old copies of *Olsen's Fisherman's Nautical Almanack* now appear to have fallen into disuse.

A selection of some of the more intriguing names given to Scottish fishing boats in the first half of the century, which are not recorded in *Olsen's Almanack* today are:

Peace and Plenty
Peace Be Still
Naw Humility
Liva In Unity
Bonny Bunch O' Roses
Upright
Complecent
Bonnie Fish Wife
Gutter's Delight
Doodle III
Buay Bee
Honour Bright
Follow Me
Peep O' Day
The Nat
Why Not
Adequate
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Mine and Thine
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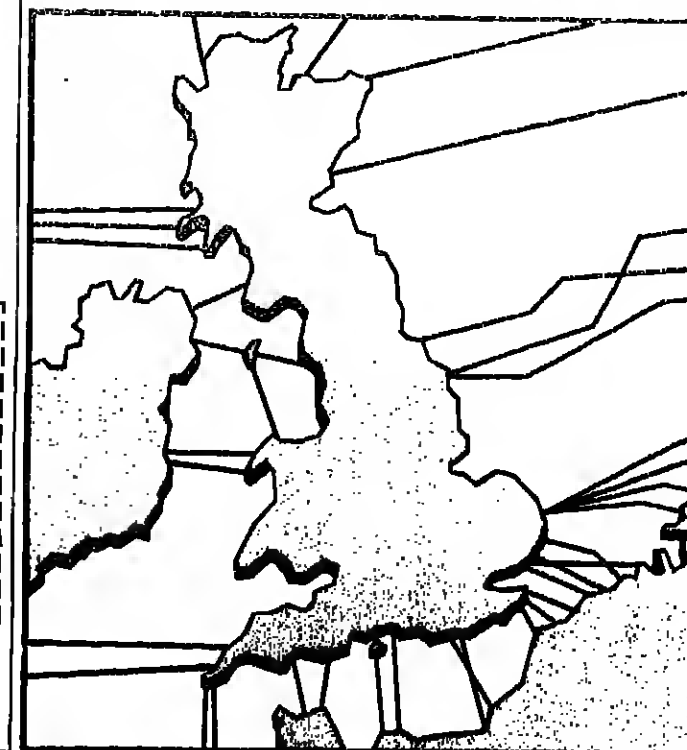


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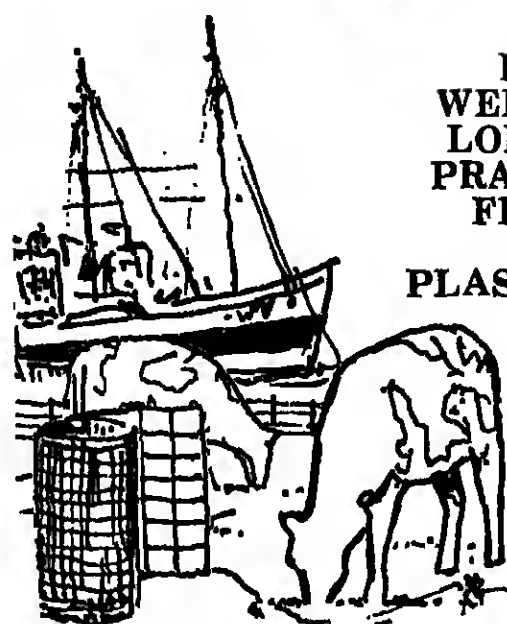
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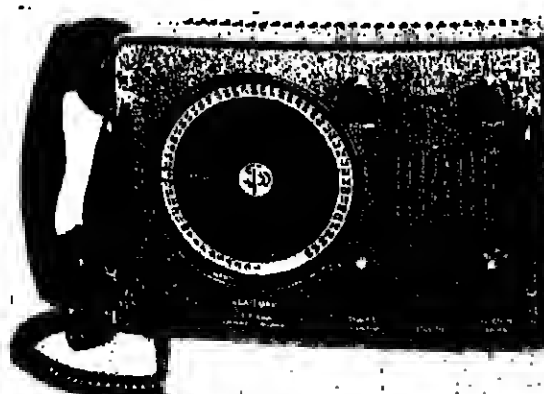
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September 10, 1976

THE opening of the extensions to Peterhead's harbour and fish market by HRH Princess Alexandra at the end of May was a significant milestone in Peterhead's rise as a major fishing base.

The extensions to the harbour and market have now been in use for about four months.

Boats are able to move about the harbour more easily and the fish market runs efficiently and smoothly. On most days fish can be cleared from the market up to two hours earlier than previously.

The new section of market with doors along the front and rear gives greater security. Boats can discharge on arrival from sea and the crews can go home knowing that the catches can be safely left in the market, ready for the following morning's auction.

The doors also give protection from the weather, keeping catches in excellent condition.

Doors will be fitted along the front of the old section of the Greenhill market shortly.

The fish market system is now working well at Peterhead and fishermen, salesmen and buyers all agree that there is harmony in the port. But they all dread the possible introduction of dock labour.

As it is, crews are able to unload their own catches easily — without a word of dissent — and the auction can be held on time.

Continuing troubles at nearby Aberdeen were highlighted again recently when the lumper refused to unload the catch from a new seine netter because they did not like the layout of her deck. The vessel sailed up to Peterhead, where her crew unloaded the catch of 400 boxes without incident.

Even the least militant of fishermen say they will make

the most drastic protest should dock labour be brought to Peterhead.

However, everyone is hoping that the Government will keep to its promise that shore fishermen, who have habitually landed their own fish, will be allowed to do so in the event of the scheme coming to the port.

During the last five years the harbour trustees have coped well with the massive influx of seine netters, making every effort to welcome them and provide good facilities.

In 1971 a new 500ft. fish market was opened at Greenhill, in the North Harbour, but by 1972 it became

obvious that even this was not sufficient to cope with the ever-increasing landings.

Fish was being put ashore and sold on the open guayside, as well as in the old South Harbour market.

As a temporary measure the trustees had a 210ft. covered market erected at Seagate, in Port Henry Harbour.

The three separate markets provided a lot of covered space but, on occasion, even this was inadequate. There was also the added inconvenience to fishermen, salesmen and buyers of having three dispersed markets.

Traffic congestion was serious and delayed fish leaving the harbour.

£1m works wonders at Peterhead



Above: fish ready for auction in the new extension to the market at Peterhead. Catches are more secure with the shutters.

Below: aerial view of Peterhead's inner harbour, looking roughly from the north east. The newly-opened outer basin of the North Harbour is in the foreground and the long, low white building is the new section of fish market. To its left is the Greenhill market in the inner basin of the North Harbour. Part of the South Harbour can be seen on the extreme left while the Port Henry Harbour is in the distance.

Bay to reach the entrance to the South Harbour.

Access to the North Harbour is provided by the Junction Canal, at the north end of the South Harbour.

Port Henry Harbour lies to the west of the North Harbour and is reached by a canal through Birnie's Pier.

Until recently the North Harbour, which had a seaward facing entrance at its north end, was divided into two by jetties known as the East and West Booms. The outer basin and the seaward entrance had been out of use for some time.

To improve and rationalise the facilities, the trustees have aimed to concentrate all fishing activity to the north of the Junction Canal bridge.

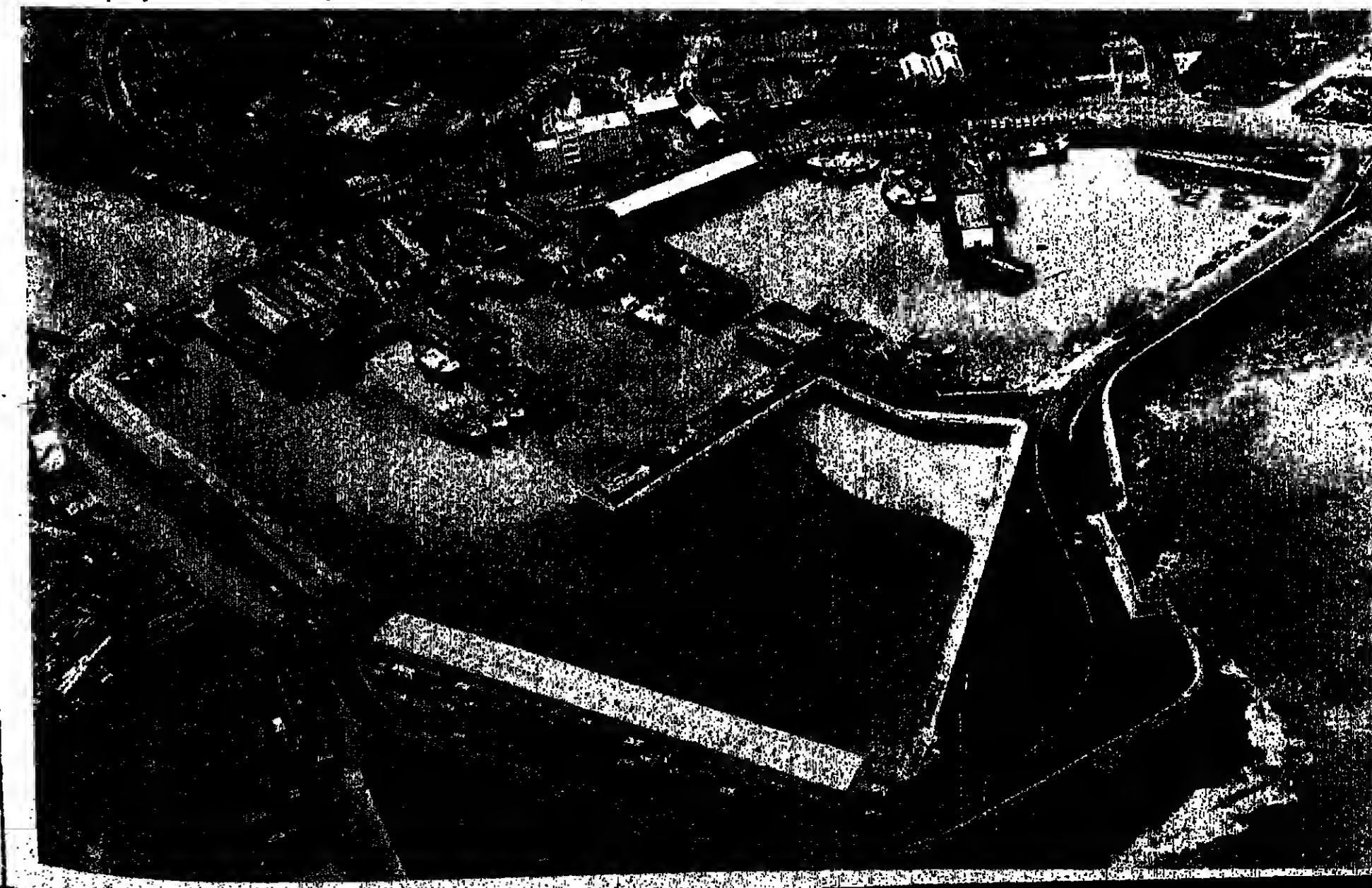
It was decided to bring the outer basin of the North Harbour back into use and build a new fish market along its east wall, as an extension to the Greenhill market in the inner basin.

The seaward entrance to the outer basin was closed and then the basin was pumped out to allow some 100,000 tons of sand, silt and rock to be excavated. The basin is designed to have a depth of 12ft. at mean low water springs.

New quay walls were built and the East Boom Jetty was demolished to permit access from the remainder of the harbour. The basin was flooded last summer and provided over 1,400ft. of additional quay space.

A perimeter roadway connects the Greenhill area to the North pier of Port Henry Harbour, and then to the town, across a new double-track road.

Continued overleaf



44
from page 43

boat, hydraulically operated, lift bridge. This is at the entrance to the Patent Slipway. Provision has been made on and near the West Basin jetty for 20,000 fish boxes to be stored where they can be loaded directly on to boats.

The new section of fish market is built with concrete frames and an asbestos roof. There are doors both at the quay face and along the rear.

It is directly linked to the old section of market at Greenhill and there is now a total floor area of some 4,320 sq. yards. This allows some 6,000 boxes of fish to be laid out in single tiers.

Depending on the type of fish landed, the capacity can be increased by doubling up some of the tiers.

A 3ft. 9in. high loading platform along the rear allows boxes of fish to be loaded direct onto lorries.

The road width of 60ft. should ensure lorries can be backed towards the platform without causing congestion and some 6,850 sq. yards of car parking space has also been provided near the fish market.

A small office, complete with an extended Tannoy system, toilets and a modest canteen, have been built within the market and there are also nine public telephone booths.

The whole works is expected to have cost in the region of £150,000 and financial assistance (grant and loan) has been provided by the Department of Agriculture and Fisheries.

Consulting Engineers for the work were Wallace, Stone and Arcubus of Edinburgh and Glasgow.

Main contractors for the civil engineering work were Wm. Tawse Ltd. of Aberdeen.

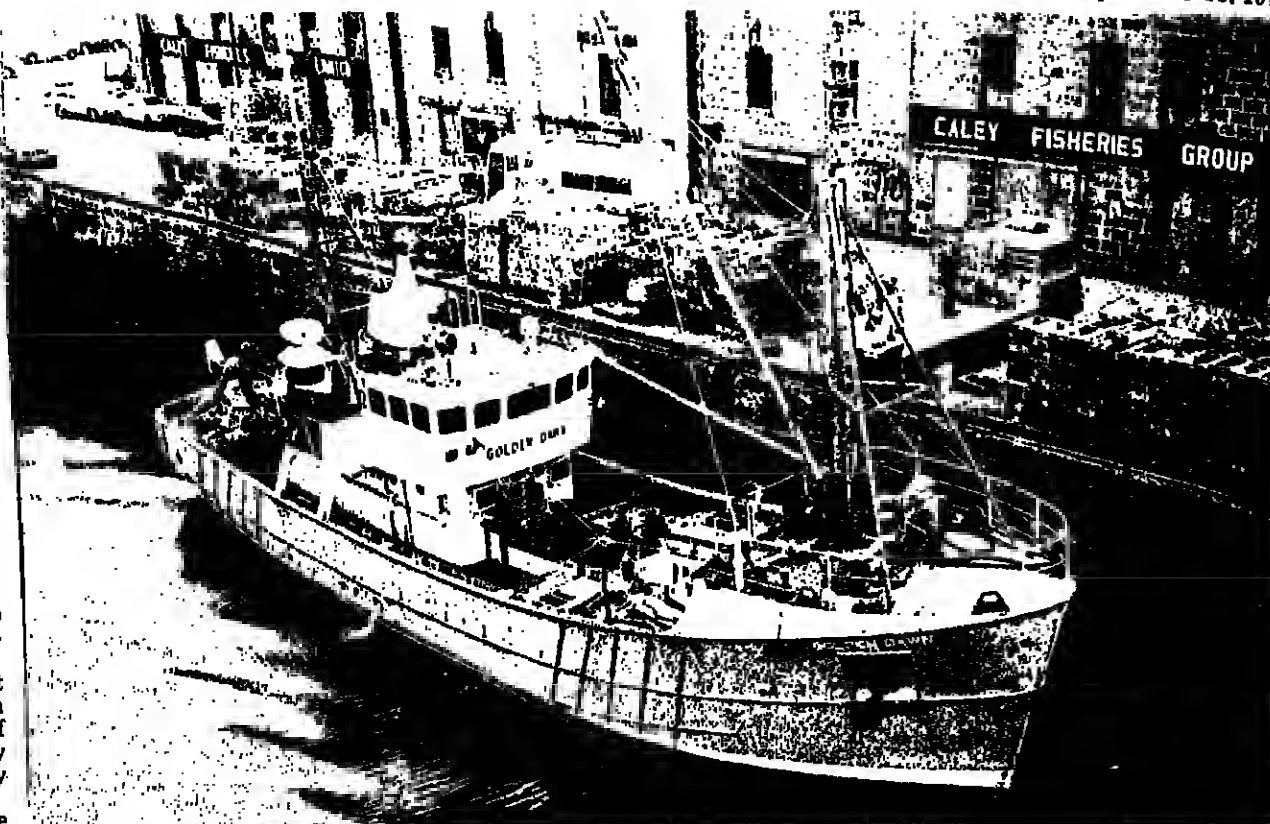
The roller shutter doors and the overhead doors in the fish market were provided by G. Brady and Co. (Scotland) Ltd., of Glasgow, and the Henderson Door Co. of Aberdeen, respectively.

Lighting in the fish market and roadways came from James Scott and Co. Ltd. of Aberdeen, and the Tannoy system was provided by Woodson of Aberdeen Ltd.

The hydraulic bridge at the Patent Slipway was provided by MacTaggart Scott and Co.

FISHING NEWS

September 10, 1976



The 86ft. *Golden Dawn* has been taking part in her first herring fishing season. She was built last year for Skipper Andrew Cowe.

New Net Monitor

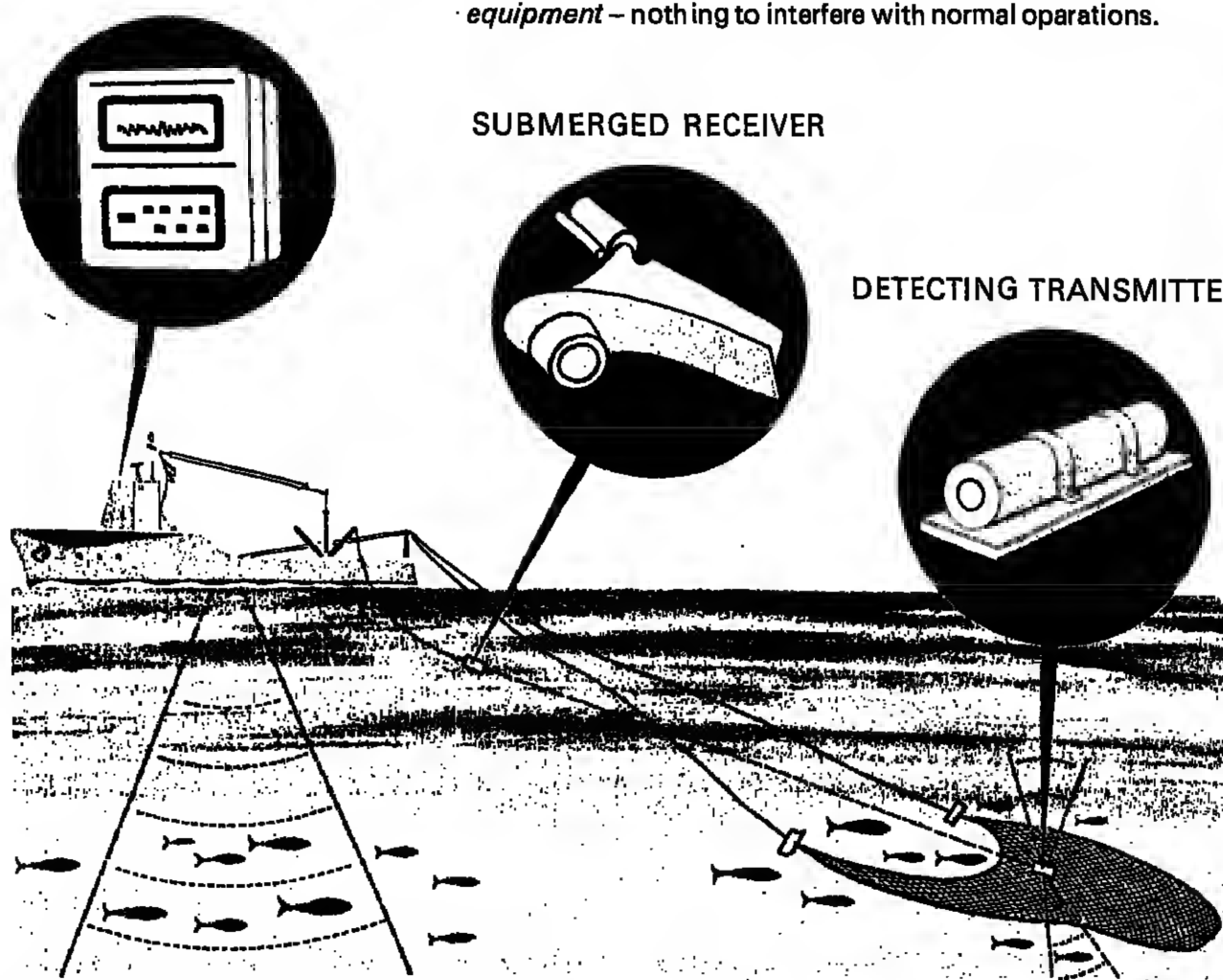
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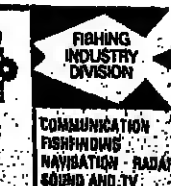
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Earnings close on last year — already

THE TOTAL value of all fish landed at Peterhead during the first seven months of this year reached just over £54m.

This is a massive increase over the £5m. realised during the same period in 1975 and almost reaches the £58,888,456 earned during the whole of last year.

The average price paid for white fish up until the end of July this year has been fairly good at £13.60 a cwt., compared with £10.26 a year ago. In addition, there has been a small increase in the amount of fish coming into the port.

Provisional figures show that just over 645,000 cwt. of all species had been landed by the end of July, as compared with 608,780 cwt. in the first seven months of 1975.

With the number of arrivals having gone up by only five per cent over last year, it appears some boats are getting slightly bigger catches.

In fact a number of 800-box catches have been landed this year but, on the whole, fishermen say the fish are not really more plentiful than last year.

In the summer of 1975 it was predicted that as many as 40 per cent of the fleet based at Peterhead could be laid up by the end of the year as low market prices, together with huge expenses, were causing many boats to operate at a loss.

In the event, prices began to pick up before the end of the year and now many

fishermen are feeling happier than they did a year ago.

Operating costs for the boats are still serious but, on the whole, the better prices are really helping matters.

Some boats are still in difficulties, while others are now doing very well indeed. A number had already grossed in excess of £100,000 by the middle of the year, with one fisher having reached this figure by the end of May.

Better prices are also helping to prevent too many fishermen switching to work in the oil industry, although every week there are still people leaving fishing.

One or two boats are also joining the oil industry, however. These include the two 40-footers *Hope* and *Osprey*, which were fishing until a couple of months ago. Now they are doing ferrying jobs for oil companies.

More than 300 vessels have landed their catches at Peterhead this year.

The majority belong to Peterhead and other Scottish ports, but there has also been the occasional visiting boat from England.

Selkie net catches form the bulk of landings and, by the end of July, these amounted to 564,508 cwt. valued at £7,690,227.

The most interesting development in fishing from Peterhead this year has been the switch to white fish, brought about by some of the bigger and more powerful boats. They have found themselves to be a lucrative alternative to herring fishing.

Four pairs of boats have fished regularly and results

September 10, 1976



Summer Dawn (above) went shrimp fishing from Peterhead, but in the late summer she switched to industrial fishing. In August she was landing pout at Stornoway. Right: *Faithful II* did very well while fish pair trawling this summer, but switched to herring pair trawling working in partnership with *Accord* and *Starcrest*.

have been most encouraging; one pair has earned £16,000 between them for one week's fishing.

Skippers say they are still finding their way, with much still to learn about the new gear and grounds. However, they feel the method could eventually develop into a really important fishery.

Pair fishing is proving to be more suitable than seine netting for the larger and more powerful boats; it is more economical and gives the skippers a wider choice of grounds.

In the main the pairs have worked around Flugga and to the west of the Shetlands. Prices have been well above average as the catches have consisted mainly of cod.

Pairs of boats involved in the fishery have included *Seringa* and *Sundari* (skippers John and William Morgan); *Faithful II* and *Ugvalde II* (skippers Walter Milne and Arthur Buchan); *Fairweather V* and *Sparkling Star* (skippers John Alec Buchan and John S. Buchan); and *Morning Dawn* and *Unity* (skippers David Morgan and John W. McLean).

By early August all but *Morning Dawn*, *Unity*, *Fairweather V* and *Sparkling Star* had gone to the seasonal herring fishing off north-east England, but two smaller wooden boats — *Volente* and *Evening Star* — began white fish pair trawling in August.

Shrimps have also been quite plentiful this year, with 14,442 cwt. selling for £284,965. This amounts to three times the weight and value landed last year.

Fishing was mainly concentrated on the Fladen grounds, some 60 to 100 miles off Peterhead, and the boats were catching as many as 450 four-stone boxes a week each. Seven or eight Peterhead boats have been shrimp fishing, including the 86ft. steel vessels *Constant Friend*, *Tyne*.

The 86ft. *Unity* is one of the Peterhead boats which has been pair trawling for white fish.



Starlight, *Summer Dawn* and *Brighter Dawn*.

Skipper Bruce Thain of *Constant Friend* said they had made good catches and were pleased with this year's season, which had been much better than any other year.

Catches from Peterhead boats had, in the main, been bought by Rothsay Seafoods at about £10 a box.

By July the fishing was beginning to tail-off as the pout moved on to the grounds; some of the bigger boats switched to herring fishing or industrial fishing.

July saw the start of the annual herring fishing off the Tyne and, by the middle of August, about 14 Peterhead pair trawlers were involved, including some of those previously shrimp trawling or white fish pair trawling.

The boats were finding good catches off the Longstone and landed mainly in North Shields.

It is the first herring fishing season for the 86ft. steel-hulled and Tynedraft-designed vessels *Golden Dawn* and *Day Dawn II*, built last year by the London yard of Cubow Ltd. for skippers Andrew Cowe and James Tait.

Also at the herring fishing is Skipper Jim Pite and the 86ft. *Shemara*, which had been involved in the Higblanda and Islands Development Board blue whiting fishing trials.

Shemara started herring fishing in partnership with the wooden boat *Ugvalde II*, but the latter had to return to Peterhead for extensive repairs after being involved in a collision on the grounds.

Shemara subsequently teamed up with the 86ft. *Gardenstown* boat *Flowing Tide*.

Of the three purse seiners belonging to Peterhead, *Lunar Bow* and *Vigilant* have been at the Shetland herring fishing, while *Pathway* has been apart fishing off the vessels *Constant Friend*, *Tyne*.

The 86ft. *Unity* is one of the Peterhead boats which has been pair trawling for white fish.

FISHING NEWS



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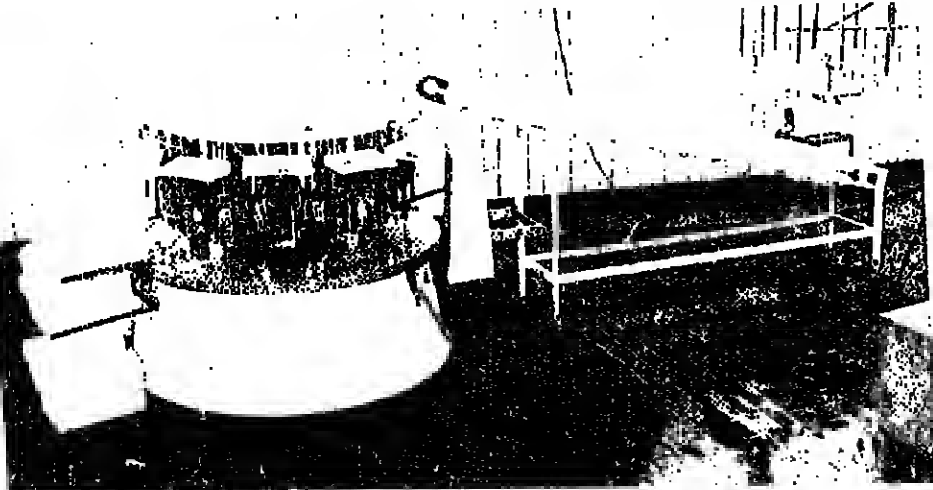
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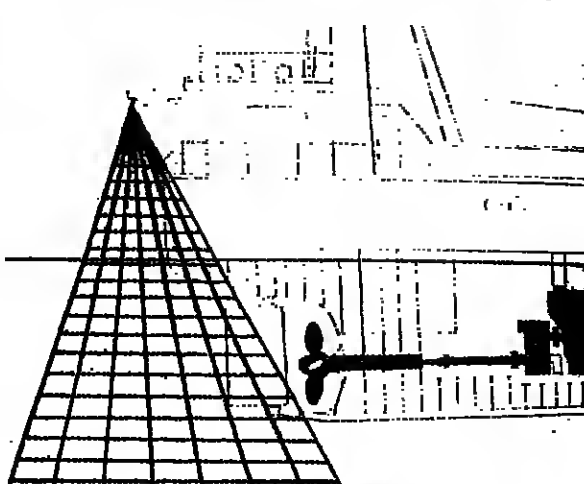
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SEINE NETS, fish
cages, blue whiting
bags, prawn trawls
and white fish pair
trawls are among the
wide range of fishing
gear made at the
Peterhead factory of
Jackson Trawls Ltd.

The new company has
brought together the activities
of two well known Peterhead
net-making concerns:
Craigswan Stores and Sen-
quest Nets.

Craigswan Stores was
founded in the early 1960s by
ex-skipper, John Buchan,
and later became a subsidiary
of Bridport-Gundry
(Scotland) Ltd.

Senquest Nets was set up as
an independent concern
about six years ago by Mr.
Buchan's son, Arthur P.
Buchan.

Jackson Trawls is jointly
owned by Arthur Buchan and
Bridport-Gundry, which
recently closed its Aberdeen
premises and is now concentrat-
ing its Scottish interests in
Peterhead.

At the time of the forma-
tion of Jackson Trawls,
Bridport-Gundry set up a
materials depot in Peterhead
under the management of Bill
Nute, who has moved north
from Bridport.

Arthur Buchan is manag-
ing director of Jackson
Trawls and his father is assist-
ant manager. The new firm
is set up in the former Sen-
quest Nets factory at Wilson
Street.

Popular

Ex-skipper, Bill Sloan, who
joined Bridport-Gundry
(Scotland) Ltd. as a salesman
about four years ago, retains
his post and Jackson Trawls
handles all the orders Mr.
Sloan receives from Scottish
customers.

Seine nets are the main
work of Jackson Trawls. The
'Jackson' seine nets, which
were originally made by
Craigswan Stores, are popu-
lar among a number of
leading seine net skippers.

Skipper Davis Smith of the
new Argonaut IV used a
Jackson 620 net when he set
up a new earnings record for a
seiner in August with a catch
worth £12,351. He has been
fishing with Jackson nets for
a number of years.

The 620 is a box net with
side panels 40 meshes deep. It
has wing meshes of 63 in. and
a fishing circle of 820 five-

NET FIRM PULLS IN THE TOP CATCHES

inch meshes. There are usually
140 lb. of leads on the
Toughmix groundrope, and
the net measures 180 ft. on
the headline and 200 ft. on
the footrope; it is hung on
terylene ropes.

Two bridges are attached to
the Vee-shaped wing ends
and the wings themselves are
relatively long.

Other large seiners using
the 620 include Ajax (Skipper
Willie Campbell); Argosy
(Skipper Andrew Campbell);
Conquest (Skipper Dennis
Reid); Defiance (Skipper
William More); Forthright
(Skipper George Hodge);
Harvest Hope III (Skipper
Peter Stephen); and Horizon
(Skipper John W. C. Thom-
son).

The net used by Ajax
differs in that it is of two-
sided design, rather than
four-sided.

Smaller seine nets of
similar design to the 620 are
used by less powerful boats.
A 520 is fished by the new
65 ft. wooden-hulled and 230
hp seiner *Fruitful Harvest*
III, built earlier this year by
the James Noble yard at
Fraserburgh for Skipper
Robert Reid of Peterhead.
An even smaller vessel, the
40 ft. Peterhead boat
Harvester (Skipper Robert

Stephen), uses a 420 net —
the smallest seine made by
Jackson Trawls at present —
but smaller ones can be made
if required.

Jackson Trawls is also find-
ing there is growing interest
in white fish pair trawls. It
has been asked to make these
for the two north-east boats
Fluith (Skipper Stuart
Buchan) and *Favonius*
(Skipper Andrew Buchan).

Both vessels have been
seine netting, but are
switching to the pair trawl as
it will allow them to fish on
much rougher ground and
catch more cod.

Fideis is a wooden boat
built by J. and G. Forbes and
Co. of Sandhaven about five
years ago. She is powered by a
Kelvin engine of 400 hp.

Circle

The 80 ft. steel-hulled
Favonius was built at
Berwick in 1969 and was re-
engineered last year with a
Caterpillar engine of 666 hp.
Being made from braided
nylon, their nets will be of
two-seam design with a
fishing circle of about 400 five
in. meshes.

The groundrope will be 128
ft. long and will be rigged with
16 in. plastic bobbins in the

centre, flanked by about 50
ft. of 12 in. bobbins and all
strung on Drag Alloy chain.

Two spreaders will be used,
the top one of wire and the
lower one of chain, and there
will be a single chain sweep
between the spreaders and
the trawl warp.

This net has been specially
designed for use on hard
ground, but a larger net for
the fine ground has been
designed.

Jackson Trawls also makes
spray bags for attachment to
mid-water pair trawls and
has also supplied blue whiting
bags to the two Peterhead
purse seiners *Vigilant* and
Lunar Bow.

Owned by the Buchan
family, the two vessels spent
five weeks earlier this year
pair trawling for blue whiting
in the area ranging from St.
Kilda to the Feroes. They
landed a total of about 1,000
tons at Scottish ports.

The boats fished as deep as
200 fathoms and made single
hauls of up to 180 tons. Each
of their nets was strengthened
along the seams with 3 in.
nylon ropes; the bag weighed
about a ton and was fitted
with two double braided
nylon covers for added
strength. A similar blue
whiting bag was supplied to
the Tait family's 135 ft. boat
Chris Andra but, as yet, she
has not used it.

Single boat trawls for post
industrial fishing have
been made for vessels in the
350 hp range. The main part
of the net is of polythene and
the bag is made of nylon.

The firm has also taken
over the manufacture of dual-
purpose prawn and white fish
trawls from the Aberdeen fac-
tory of Bridport-Gundry.

Introduced in 1966, this net
is basically a cross between a
prawn trawl and a wing trawl.
It is much in demand by
boats up to 60 ft. or so which
work in the Moray Firth and
off the west coast.

One of the more unusual
products from Jackson's
Trawls is a fish cage used for
rearing salmon trout in the
lochs of the west of Scotland.

About 30 have been made
this year and designs have
varied to suit the customer.
Basically they are tank-
shaped, with either four or six
sides, and are made from
nylon netting hung on rope
frames. The system of floats
and walkways in which the
cages are supported are made
by the firm of Savack Service
Ltd.

Jackson Trawls recently
received an enquiry for 20
more of these fish cages.

Left: the Peterhead vessel
Vigilant, skippered by Willie
Buchan, has pair trawled for
blue whiting with a bag made
by Jackson Trawls. She work-
ed with *Lunar Bow* and the pair
put ashore about 1,000 tons.

Left: the Moray boat *Excel*
has used one of the firm's post
nets.



Net makers at the Jackson Trawls Ltd. factory at Peterhead where top skippers are supplied with a wide range of nets. Boats equipped with Jackson nets include: *Argonaut IV*, *Ajax*, *Forthright* and *Argosy*.

Congratulations to
Davie Smith of *Argonaut IV*
on his record catch of
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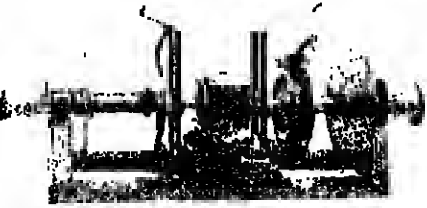
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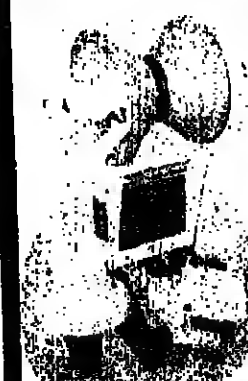
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SINCE being established in 1969 the Campbelltown Shipyard has progressed from building steel boats in the 50 ft. range to craft which now have a monopoly on the Scottish single-trip sailing record.

The yard has steadily increased its output each year. Three vessels were completed in 1970 yet, last year, seven vessels of a larger class went down the firm's slip. New building this year brings the number of boats completed at the Scottish west coast yard to 30.

The initial half-dozen or so orders were for small transom sterned boats of hard-chine design in the 50 ft. range, the first being *Crimson Arrow* completed in 1970 for Skipper James McDonald of Campbelltown.

Then, in 1972, the 80 ft. seiner-trawler *Argosy* (INS 79) and *Ajox* (INS 82) were built for well known skippers, Andrew and William (Willie) Campbell.

Skipper Willie Campbell

collaborated with the builders on the design of the two vessels. With a beam of 22 ft., they are of round bilge form with cruiser stern, raked soft nose stem and whaleback, being of traditional Scottish layout with an after deckhouse.

Skipper Campbell has always been convinced that the seakeeping and handling qualities of the Scottish cruiser-sterned vessels are second to none, also that the design can be produced just as well in steel as in wood.

Argosy and *Ajox* were the first in a long series of similar craft, many of which have been built for the discerning skippers who fish out of Scottish east-coast ports.

By the middle of 1976, some 15 boats 80 ft. long, five

75 ft. long and one of 85 ft. had been completed. The 85-footer was another *Ajox*, as Skipper Willie Campbell had decided that a slightly larger vessel with a greater carrying capacity would serve his needs better. Many of the Campbelltown vessels are among the most successful in the Scottish fleet.

The 80 ft. *Kestrel*, owned by Skipper Ian Sutherland of Hopeman, was the highest-earning seiner working out of Peterhead.

One of the most recent completions is the 80 ft. *Argonaut IV* for loading seine net skipper, David Smith of Anstruther (*Fishing News*, August 27).

In her first full North Sea trip she broke the British seine net record with a

£12,351 grossing, followed by trips of £8,000 and £12,224.

Campbelltown Shipyard, initially controlled by an English shipyard, has been a subsidiary of Lithgow Holdings Ltd. of Glasgow since 1970.

It is one of the most modern shipyards in the British Isles and has earned a reputation for completing vessels on schedule at competitive prices.

The yard is laid out and equipped to apply assembly line methods to the construction of all-welded steel vessels up to 100 ft. long. At any one time five boats can be in various stages of completion.

Extensions to the yard completed early in 1975 now give it the facility to launch a

new vessel every five weeks or so. All construction work is done under cover in comfortable and convenient working conditions to promote productivity.

To achieve maximum efficiency and the most logical handling and throughput of materials, critical path analysis is applied to production programming and building data is computerised. The most modern and labour saving shipbuilding techniques are used.

From the drawing office, plans go to a loft in which offsets are lifted from the vessel's lines.

Next, plans are prepared for individual plates and then taken to the Hancoine burning machine in the fabrication shop. This machine follows plans on and automatically cuts the plates to full size, doing away with the need to make full size templates and burn plates by hand.

Sections of vessels are put together in the fabrication shop and are then taken into the adjacent building shed where two vessels can be built simultaneously.

The boats are virtually complete when they are launched, needing only finishing touches alongside the yard's own fitting out quay.

Much of the success of Campbelltown Shipyard is owed to its forward looking management team, and to the enthusiasm with which the entire work force tackles every phase of construction. The yard runs a comprehensive training scheme.

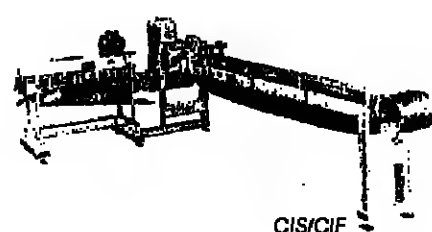
Campbelltown Shipyard has become the most successful builder of seine net fishing boats in the country. In the last few years more skippers have ordered new vessels in the 75-85 ft. class from this yard than from any other.

Speaking recently at a press conference, managing director Hugh Arbuthnot said: "The team at Campbelltown has achieved more in five years than anything I have seen anywhere else."

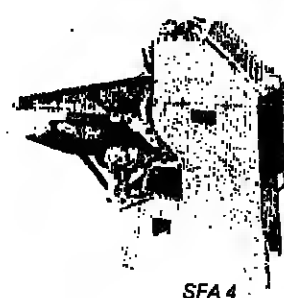
However, the yard has not been without its problems. A couple of years ago it was threatened with closure when planning permission was granted to develop an oil plat-

do you know...

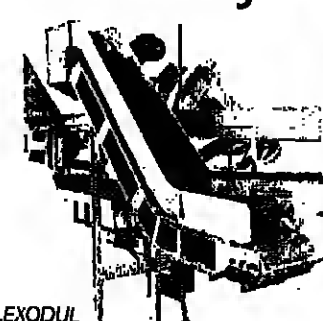
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Above: the 76ft. seiner-trawler *Adonia* was built for Skipper M. Stewart of Shetland. Below: Campbelltown's Hancoine burning machine which automatically follows scale drawings, at work cutting plates.



RECORD-BEATERS



Argonaut IV seen at Campbelltown's fitting out quay. She went into service and smashed the Scottish single-trip sailing record.



The first three 80ft. seiners to be built at Campbelltown are pictured together (below) in Peterhead shortly after their completion. From left to right they are: *Argosy* (INS 79), *Ajox* (INS 82) and *Opportunity* (INS 105). *Ajox* was later replaced by the yard's Campbelltown '85' vessel, which is based on the '80' design.

form construction site about a mile away.

The yard's directors knew they would not be able to compete with the wages offered by such a venture and, consequently, stopped tendering for new fishing vessels for a period of four months. However, the platform building idea has gone no further.

The yard said that, with the present lack of demand for oil platforms, it is unlikely that the venture will now go ahead.

Campbelltown Shipyard began tendering again, but the yard reckons that the episode may have cost them at least four contracts as the crisis occurred when skippers were 'queuing up' for new boats.

The yard has only two more vessels to complete, but it is determined to survive at a time when other builders are going out of business.

After holding talks with fishing industry representatives, the directors are convinced that fishing boat building has a future.

There are firm indications that fishermen are thinking about building new boats, encouraged by the better prices being paid for fish and by the need to invest for the future.

The yard has handed over a tender to a leading Scottish skipper and had eight firm enquiries from other prospective owners.

Director and general manager of the yard, Leslie Howarth, said this is 'very encouraging' when there is so much uncertainty in the industry.

In addition Campbelltown's parent company, Lithgow Holdings, is diversifying into fishing with the intention of helping the yard and making a fishing operation pay.

Lithgow Holdings and the Highlands and Islands Development Board, which is a shareholder in the yard, have set up fishing companies and are expected shortly to order two vessels—maybe a 75 ft. and an 80 ft. seiner-trawler—for operation from the Scottish east coast.

Financing of the two boats is in the course of negotiation with the White Fish Authority and The Ship Mortgage Finance Co. Ltd.

Lithgow Holdings feel confident that it will find good skippers to take shares in these boats.

Campbelltown Shipyard has a number of new designs on the drawing board to increase the range of vessels it can offer. These include seiner-trawlers of 70 and 90 ft. and, also, stern trawlers. The yard is in touch with owners in north-east England to whom it may soon be sending tenders.

The directors of Campbelltown Shipyard feel that now is a good time for skippers to order new vessels. Weigh costs are under control and, although the costs of materials are uncertain, the yard has bought steel and other equipment in advance so that it is in a position to build the larger part of a vessel on a fixed price contract, plus limited escalation, for delivery in about six months.

The yard is also ready to adopt a scheme whereby cover in the form of performance bonds is available to safeguard an owner's deposit should the yard fail to complete a contract.

The bonds are to reassure skippers at a time when so many have lost money because of bankruptcies in the UK and abroad.

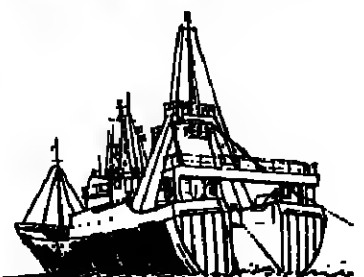
Renown is a 76 ft. seiner-trawler built in 1975 for Skipper Albert Smith of St Monens. She is powered by a Caterpillar engine of 450 hp and is fitted with a Masteer winch, Repp power block and Fleming Hydraulic rope reels.



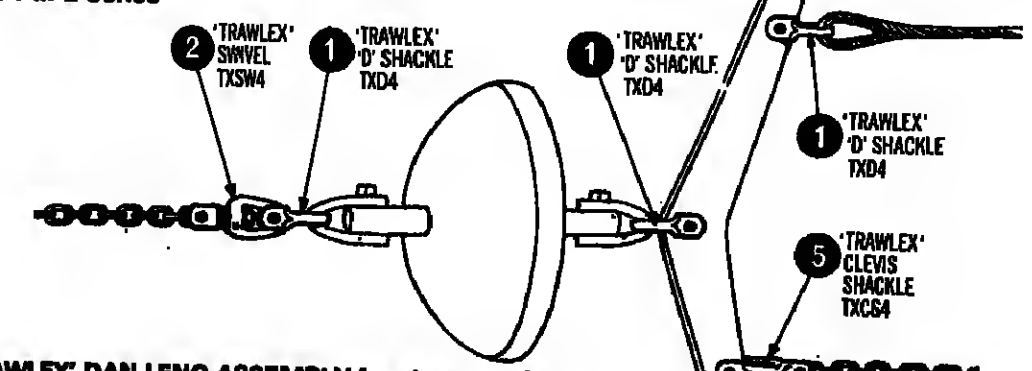
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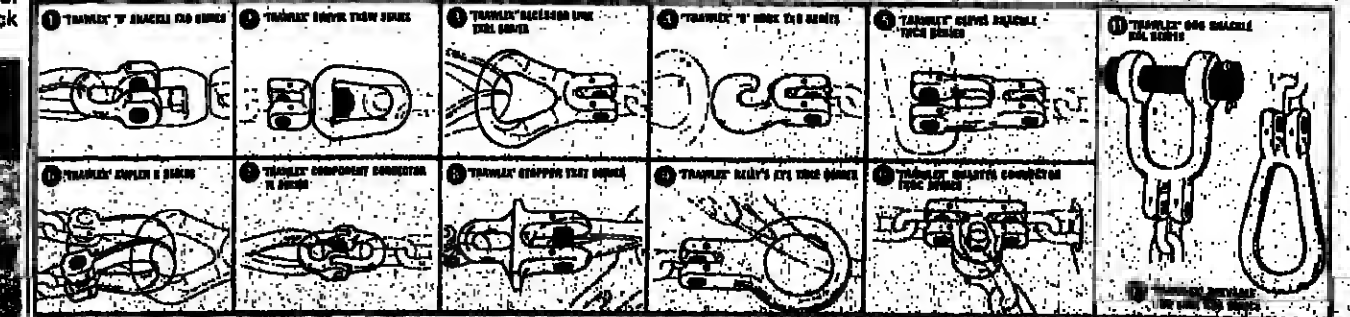
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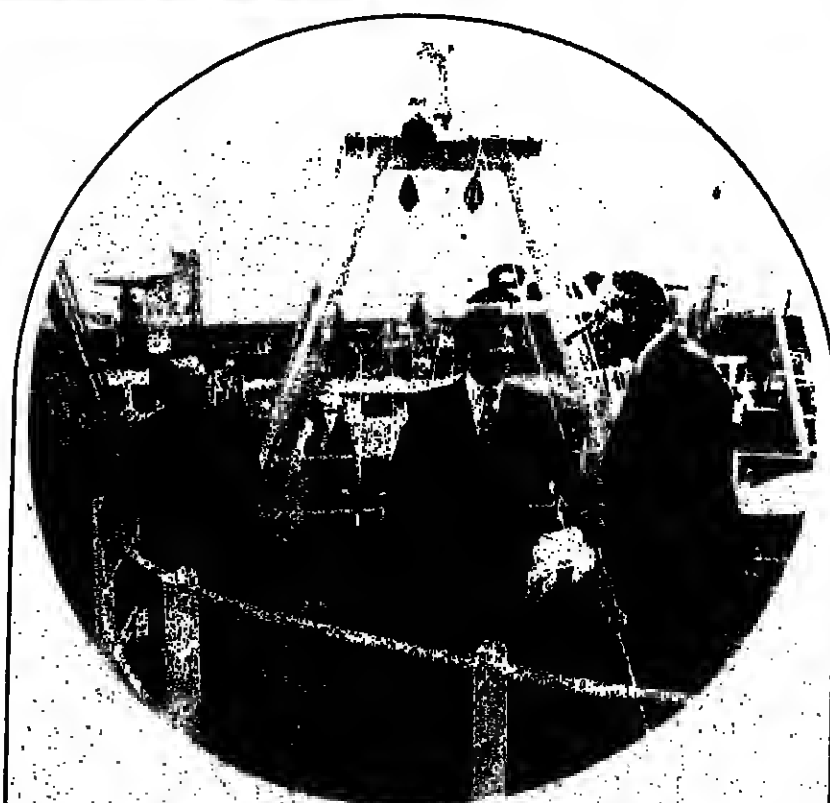


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Aberdeen 'inshore' boats

Continued from page 31
or to go much further than 100 miles, as their carrying capacity is limited and catches will deteriorate more quickly than in a bigger boat.

Therefore, they concentrate on landing small catches of top quality fresh fish caught within 100 miles of port.

They come in every two or three days and rarely land more than 100 boxes at a time or the quality would suffer.

One 50 ft. seine netter did try a 180-mile trip, but the catch did not keep well enough on the way home and much of it went for fish meal.

The majority of seiners in the 50 ft. range fish about 100 miles away and bring home good lemon sole, plaice, eel, ling and haddock. Trawlers in the same size group tend to work rougher grounds off the Aberdeenshire coast, up to about 30 miles offshore.

The larger seiners and pocket trawlers have a greater sea range and carrying capacities and so a wider choice of grounds.



Steadfast is one of the larger seine netters fishing further afield and lands once a week in Aberdeen. The 78 ft. craft was built in 1969 at the Richard Irvin yard in Peterhead for Skipper Alec Gardner of Anstruther.

Catches of 700 boxes and more have been landed from the large seiners which make trips of up to a week. They work grounds as far as the Viking Bank - some 270 miles away.

A number of these vessels have been doing exceptionally well. Skipper David Smith in his new steel boat Argonaut IV has made at least two grossings of more than £12,000 this summer.

The 36 ft. long overall seiner Inter Nos, under Skipper Willie Smith of Crail, recently completed her first full year fishing with earnings of around £200,000.

The majority of the 80 ft. pocket trawlers make trips of between eight and ten days. They fish as far north as Flugga and as far west as the Flannan Isles - even having a 'drug' or two off the Aberdeenshire coast on the way home.

Many pocket trawlers are working well at present. Skipper Sandy Phinietor and Morgon put ashore a 909 cwt. catch recently after a ten-day trip to the Orkneys.

Highest-earning vessel among the pocket trawlers last year was the Deeside with a grossing of £167,500; among those which fished further afield, Maureen June earned £166,000.

Generally these under 80 ft. registered length vessels have made higher grossings this year than last, but they are finding fish slightly more scarce.

Operating costs are high and, in Aberdeen, there is competition from the oil industry and so charges for repairs and overhauls have increased.

However, only about a dozen mainly older vessels in this size range are laid up for economic reasons and it is fairly reasonable to assume that the majority of vessels

will be working. Skipper Peter Munn claims he will never again try to land his catches in Aberdeen.

Below: Deeside is one of Aberdeen's fleet of pocket seiners which are just under 80 ft. registered length. Built at the John Lewis yard in 1972 for Skipper William Wilson of Portmahomack, she often works off the Aberdeenshire coast. Last year she was the highest-earning vessel of her class in the Aberdeen fleet with a grossing of £167,500.



Golden Fleets, built one year by James Noble & Co. of Aberdeen, are working from Aberdeen. The skipper of St Andrew's, a 50 ft. seiner, is fishing from three to six miles away.

under the 80 ft. register, working from Aberdeen at least paying their share of the cost of doing very well.

Chief among problems affecting these boats is a ruling that member boats of the Aberdeen Fish Producers' Organisation should land no more than 60 cwt. of salmon, haddock and whitefish from any one trip in the summer.

The object of this is to avoid flooding the market with ungutted fish and keeping prices down, but a number of skippers do not agree with the idea and are refusing to join the PO.

Some seine net skippers claim that this ruling is ineffective as the seiners will still fetch high prices for organic fish no matter how much they land. This is because it is a lot of good quality.

They would lose out, they say, if they kept to the ruling and would lose a lot of money.

Another difficulty in Aberdeen is the continuing loss of trolleys in unloading fish.

This was highlighted again when lumps of refuse were found in the catch from the new Anstruther seine netter Adelphi because they did not like the layout of her deck. The vessel left for Peterhead where her crew discharged the catch without a hitch.

Skipper Peter Munn claims he will never again try to land his catches in Aberdeen.



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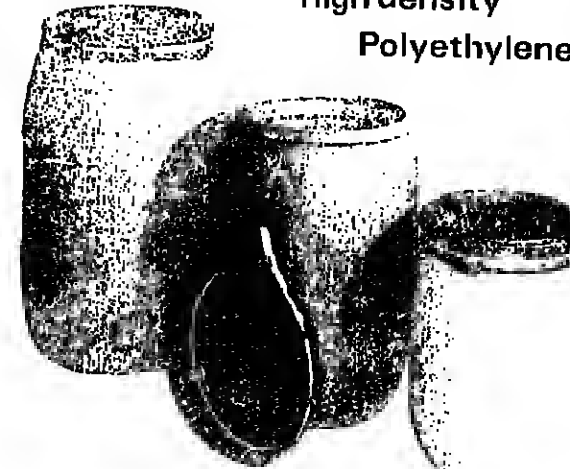
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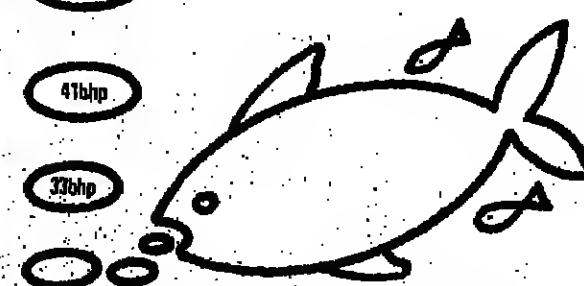
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FISH AND OIL!

IT IS some three years since the fishermen of the North Sea changed their attitude of idle curiosity towards the oil industry as the implications of the offshore activities struck home.

With the advent of the oil age fishermen felt they had a tough battle ahead of them to stay afloat against the backwash of the political and economic power of the new comers. However, since both industries are vitally necessary to mankind, the essential policy was to temper antagonism and devise some mutual code for amicable co-existence.

Here we take a look at the situation today. How far have the early problems been ironed out? Have relationships improved?

We discussed the issue in

Jane Strachan looks at progress so far in getting a peaceful working arrangement between two important industries

Fishing News, November 22, 1974. Now, as then, there are no straightforward answers. There is, unfortunately, a great gap between the relatively easily attainable co-operation policy at top level and what actually happens at sea.

The fishermen's complaints fall generally into three categories — loss of gear and time through abandoned debris; loss of access through oil-occupation of fishing grounds; and risk to life and

vessel through increased traffic hazards.

In 1974, we wrote: "... thousands of pounds of lost and torn gear — misfortunes directly accredited to the negligence of oil companies."

In 1976, ex-fishing skipper Gilbert Buchan, representative of the UK Consultative Group Committee, says: "We have definitely come a long way since the Committee was first set up. Some of the heads of offshore companies have been most helpful (his spoke

particularly highly of BP) and have tried to co-operate as best they could to see fair play for the fishermen affected by their operations. We have made a lot of progress, but there's a long way to go yet before we reach anything like an ideal situation."

It is true that in the past few years, thousands of pounds have been paid out in compensation by the oil companies, but it is also true that many more thousands of

pounds of damage has been 'not proven'. The onus remains on the fishermen to retrieve and/or identify the offending obstacle ... sometimes an impossible task.

In 1974, we wrote that Skipper Benny Noble of *Endeavour* had brought ashore a drifting buoy ... it weighed half a ton, "with no cable attachments, identification markings or warning lights." Skipper Noble vehemently urged that all oil companies should mark and light their buoys.

Now most buoys can be identified, but the difficulties in adding lights or even radar reflectors defies a simple solution. Fishermen are still finding the huge metal buoys a threat to their vulnerable wooden boats. In a recent get-together between fishermen and oil-related personnel at Peterhead, Commander of HM Coastguard drew attention to the fact that, as the result of an earlier meeting some time ago, a ruling was made by the DTI that in fact all such buoys should be clearly marked as belonging to the company concerned.

An oil-company representative explained that they were in fact adhering to the new ruling in that new buoys are being marked on manufacture, but that during a phasing out period, older unmarked buoys were still in use.

Danger

Apart from the unseemly problems below water level there has undoubtedly been increased danger from the activity on the sea itself regarding the tumultuous expansion of traffic. Again we quote from 1974: "Surely we don't have to wait until there is a fatal accident..."

Well, sad to say, there has been — and skippers and masters are still recording sums pretty "hair" experiences!

Liaison between the two parties with an aim to promote better understanding of each other's movements had been hoped for. Perhaps it is fair to say it might be partly due to the turnover in ship's personnel; more so in the oil crews, since the international nature of the

The Peterhead seine-netter *Fruitful Bough* whose skipper, Willie Buchan, has first hand knowledge of the oil industry both on shore and at sea.

oil industry gives rise to quite a number of new faces on the bridge at frequent intervals.

Fishing skippers have, on the whole, had the opportunity to advance their education, by daily experience; however, the master of an oil-related ship may just be getting up to scratch in discerning the difference between a trawler and a seine-netter when he finds himself transferred to the other side of the world ... and so the way is opened for a newcomer who may or may not have had experience working on the North Sea fishing grounds.

Meetings

A surprising number of oil-related vessels are commanded by former fishing skippers and so methods and conditions may still hold some mystery for them. For instance one master with a first-class reputation for good seamanship, told *Fishing News* that he had owned his own fishing boat in the United States before sailing world-wide, but had never heard of the seine-net till he reached the Buchan coast.

A series of meetings was begun last year by the DTI, which allowed both sides to air their differences and gain better understanding of each other's problems. At the most recent of these meetings, which was held at Peterhead, both sides were anxious to put their case for consideration regarding one of the most controversial rules in the book ... collision regulation concerning vessels "restricted in their ability to manoeuvre".

Willie Buchan, skipper of *Fruitful Bough*, took the opportunity to explain, with the aid of the blackboard, just how extensive and time-consuming was the regular seine-net drag. He explained that a fishing vessel takes two-and-a-half hours to complete the haul, which at its turning point takes up a full mile and a quarter miles of ocean ... that's when the gear is fully run out. "If an oil vessel comes upon us and we have to abort that operation, then we lose the whole drag, losing a lot of time and money. Sometimes we see an oil man coming a long way off — if he could just alter a couple of degrees then, he would be very grateful for that small consideration," said Skipper Buchan.

Barge skippers explained that small consideration.

Continued on page 68

September 10, 1978

FISHING NEWS

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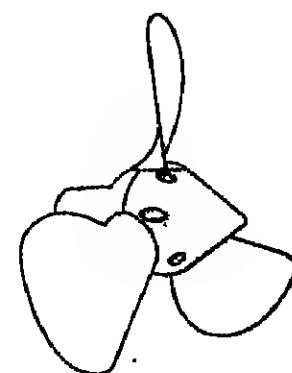
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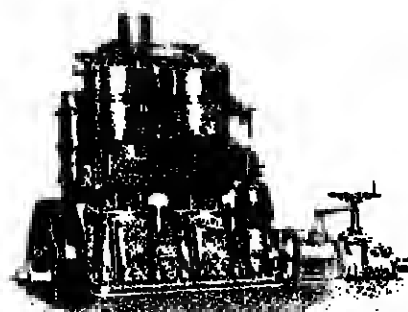
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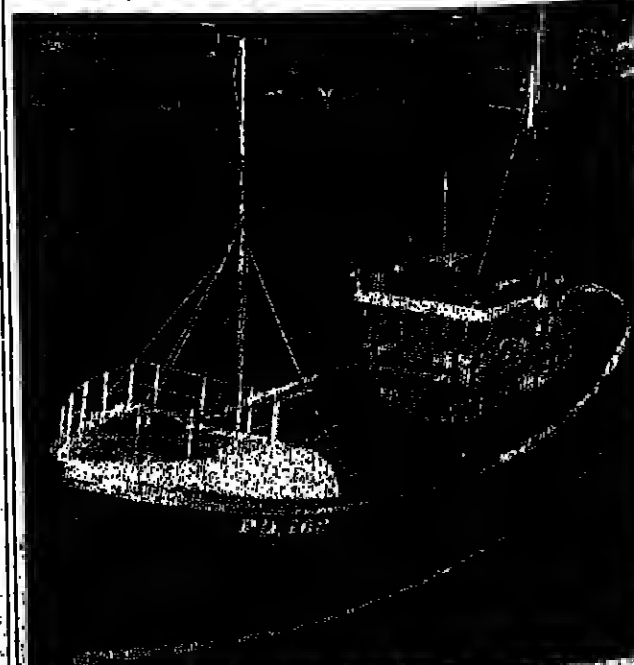
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FROM WOOD TO STEEL

THE RELATIVE merits of wood and steel for fishing boat building has led to many arguments but, generally speaking, both materials have equal advantages and disadvantages.

Timber has long been favoured for boat-building and many skippers still prefer wooden craft. This is proved by the large number built by Scottish yards in recent years.

A wooden boat, if the timber is of excellent quality and the building workmanship good, can last a very long time.

Craft over 40 years of age are still fishing, while many more of advanced age are still at sea as pleasure or commercial craft, having only retired from fishing as their design became obsolete.

Steel craft are susceptible to vibration and transmission of engine noise; they do not have such a long life and their being prone to rust and scale, also to attack from electrochemical action, leads to some high maintenance costs.

On the other hand, wooden boats are vulnerable to damage and leaks, plus attack from wat rot fungus and worm.

Steel is of a standard acceptable quality throughout, while timber quality can be variable. The difficulty of finding larger scantlings which are well seasoned and free from internal weaknesses is the reason why most boats over 80 ft. or so are built of steel. In addition, because all its components can be welded together into a one-piece unit, a steel vessel is very strong.

During the last few years, steel has begun to assert its advantages over timber in terms of strength. New fishing techniques adopted by the Scottish inshore fleet, particularly pair trawlers, are very demanding — wooden boats can receive some nasty damage if they bump into their partner boats.

In addition there has been a desire to use larger and heavier nets to increase catching power, so this led to the demand for bigger

and more powerful boats with a greater carrying capacity and towing ability. The present trend towards steel is because many of these boats are more than 80 ft. long.

During the early 1970s there was a colossal demand for steel boats in the 70 to 90 ft. range, especially among the herring trawling and purse seining fleets of north-east Scotland.

About 40 have been built for Peterhead alone since 1969, while many fishermen in ports along the Moray Firth and elsewhere have replaced their wooden vessels with larger steel craft.

Many of the steel vessels have been built in British yards, while a number of skippers signed contracts with overseas builders.

Photographs and brief details of a selection of modern steel craft in the Scottish inshore fleet together with their wooden predecessors — mostly of the same name — show how catching power has increased in a short time.

SKIPPER John S. Suchan's new steel boat *Sparkling Star* (PD 137), left, was built in 1974 by the Dutch yard of K. Hekvoort. She is 87 ft. 3 in. long, with a beam of 24 ft. and

has a transom stern. Her main engine is a Mirreese Sleekstone 750 hp unit driving a variable pitch propeller, and her deck equipment includes Robertson trawl and seine winch, net drum, boom swinger and lifter, anchor winch and cargo winch, plus a Repp 24RA power block. Fish finding aids include sonar and net sounder, and she has worked both as a herring pair trawler and white fish pair trawler.

THE OLD 79 ft. cruiser-sterned wooden boat *Sparkling Star* (PD 108) below left, was built at the Peterhead yard of Richard Irvin and Sons Ltd. in 1970.

With a beam of 22 ft. 3 in. she was powered by a 485 hp Mirreese Sleekstone engine, and her gear handling aids included Northern Tool and Gear hydraulic line and trawl block and Repp 18R power block. Now renamed *Sydney*, she still belongs to Peterhead.

STANHOPE II (PD 116), right, was built by Richard Irvin at Peterhead in 1968 for Skipper Peter Strachan. The wooden cruiser-sterned boat was 74 ft. 4 in. long, with a beam of 20 ft. 3 in. and power came from a Kelvin engine of 320 hp.

She had a Norwinch hydraulic seine and trawl winch, but did not have a power block fitted until 1970 when a Repp 18R model was installed.

For much of the time she worked as a seine netter and often fished the Bergen gill. Now re-named, she belongs to the Freesburgh fleet. THE STEEL *Stanhope II* (PD 115), far right, came from the 81 ft. Dook in 1978 and is 88 ft. 9 in. long. She has a transom stern and a semi-bulbous bow of 480 hp. Sleekstone engine of 480 hp, driving a fixed pitch propeller, and is equipped with Robertson hydraulic trawl and seine winches and Repp 24RA power block.

At present she is assigned to the herring fishery, but has also been herring pair trawler.



▼ OPPORTUNE & II ▲

OPPORTUNE II (BCK 80), above, was a good example of the medium-sized wooden seine netter of the 1950s for the Scottish fleet.

Built by Hard and MacKenzie of Suckle in 1957 for Skipper George Murray, she was 89 ft. 9 in. long with a beam of 20 ft. 4 in. Powered by a 0 order 152 hp engine, she was equipped with a belt-driven seine net winch.

Wheelhouse equipment included radio telephone, echo sounder, compass and Geece Navigator.

Later she was fitted with more up-to-date gear handling and wheelhouse equipment as it became available, and she was one of the first Scottish boats to fit a hydraulically-driven winch.

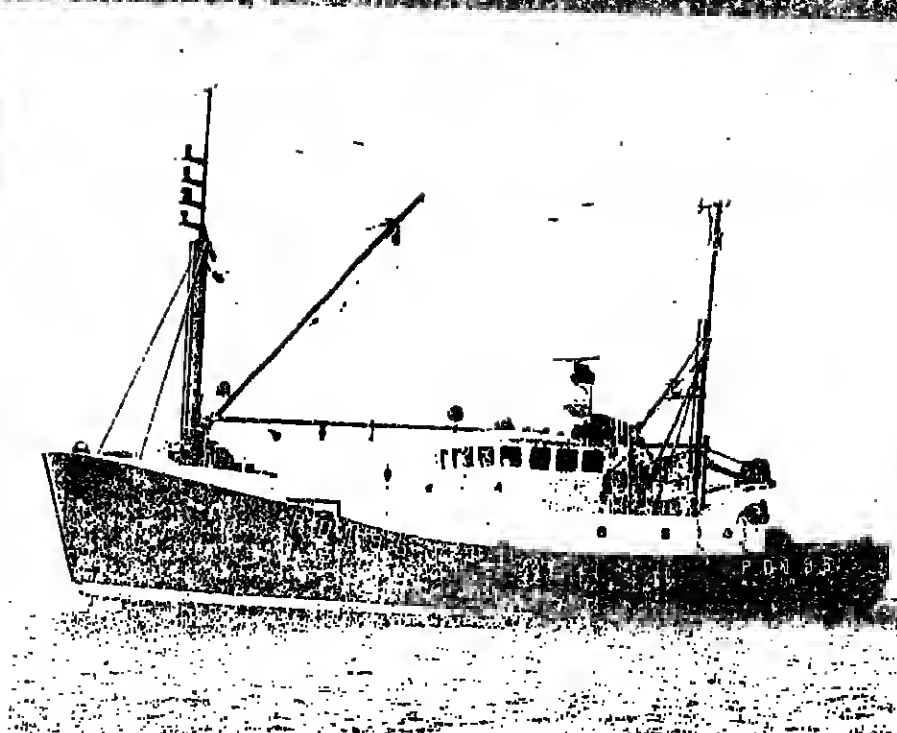
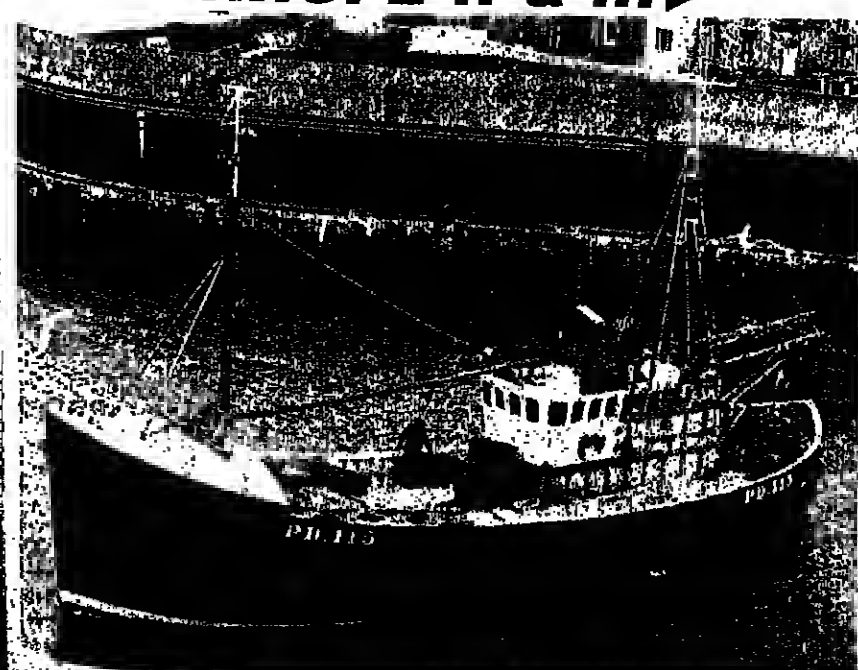
SKIPPER Murray's new *Opportune* (BCK 105), below, came from Campbelltown Shipyard in 1973 and is 79 ft. 11 in. long, with a beam of 22 ft.

Propulsion is by a Caterpillar engine of 480 hp and she has a Jensen hydraulic seine and trawl winch and Carron power block.

More recently she has been fitted with a gutting shelter and Flehing Hydraulics rope storage reels. She concentrates on seine netting from Peterhead.



▼ STANHOPE II & III ▲



BUILT in 1976 at the John R. Hapworth yard on the Humber for Skipper David Morgan, the 88 ft. steel seiner-trawler *Morning Dawn* (PD 186), above, was the third of her type designed by the Newcastle-on-Tyne firm of Tynesraft Design Ltd.

Her engine is a 837 hp Mirreese Sleekstone unit and her comprehensive range of hydraulically-driven deck equipment includes Robertson trawl winch, seine winch and net drum, Repp rope roller, Repp net winch and transport roller, plus Repp anchor windlass and boom swinger.

She has worked as a seine netter and a pair trawler.

WITH an overall length of 80 ft., the cruiser-sterned wooden-hulled *Morning Dawn* (PD 358), below, was built in 1981 by the Sandhaven yard of J. and O. Forbes and Co.

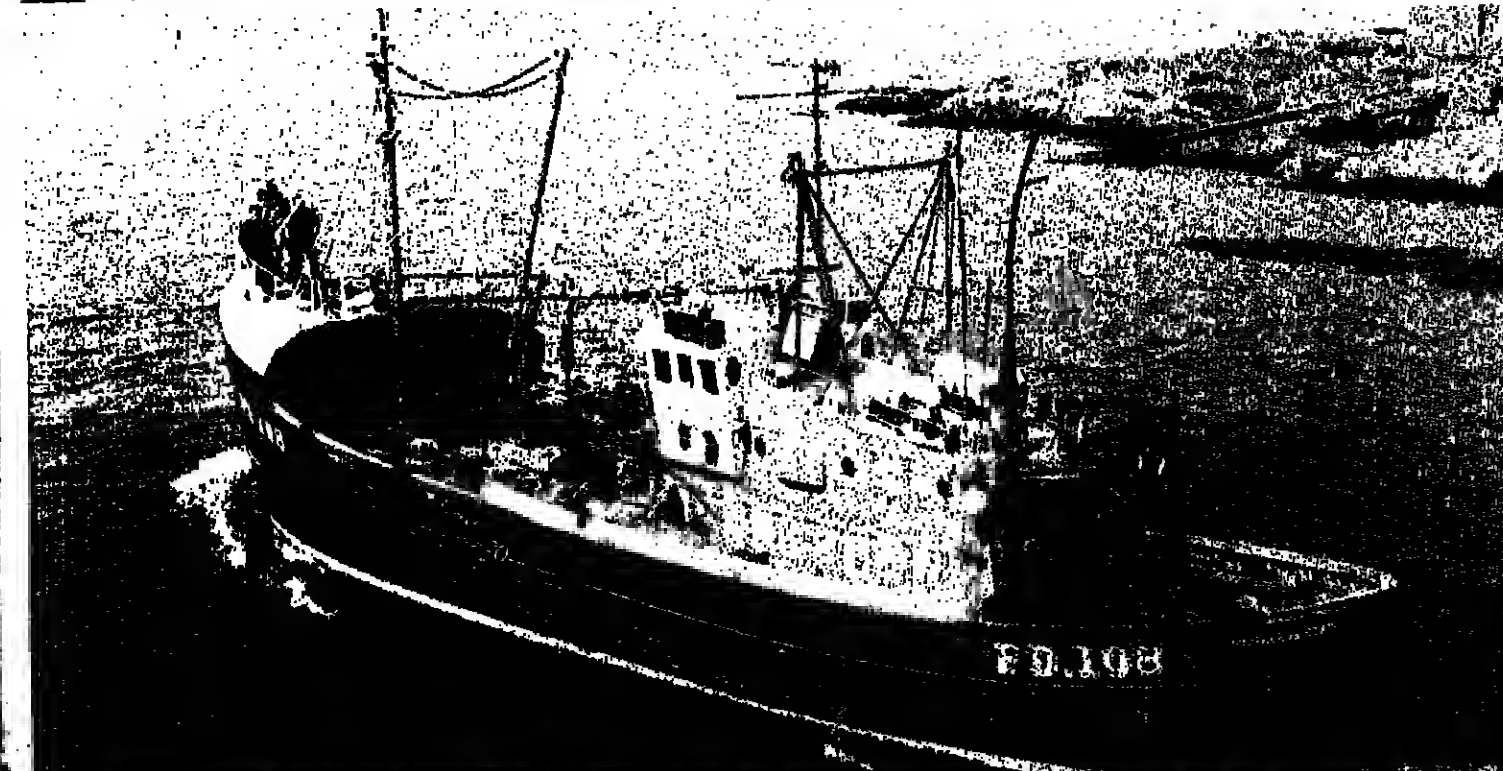
She was designed for seine netting, herring drifting and great line fishing and cost £30,000 to build.

The boat had a 235 hp Gardner engine and a Northern Tool and Gear winch. Later in her career she was fitted with a power block. Now named *Lupina*, she was recently advertised for sale.

▼ MORNING DAWN ▲



▲ SPARKLING STAR ▼



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FROM WOOD TO STEEL



THE 76ft. wooden boat *Fertil* was built by the J. and G. Forbes yard in 1984 as a seiner, drifter and great liner for owners in Peterhead.

She was later bought by the well known Tait family of Fraserburgh and exalted herself at the herring drifting. She was a feisty and colourful sight at the Scottish and English herring fishings.

Originally powered by a 200 hp engine, she was re-engined in 1984 with a Caterpillar unit of 325 hp. PERHAPS the greatest contrast between a wooden boat and a modern steel vessel is represented by the Tait's 135ft. *Chris Andra* (below), the largest purse seiner in the UK.

Built last year at a cost of some £800,000 by Kermoy Mak Verksted of Norway, she has a Wichmann engine of 1,200 hp and Brunvoll side thrusters of 200 hp (the same size of the previous boat's original main engine).

Her massive purse seine and trawl winch is a 40-ton Kermoy model and she has six refrigerated seawater tanks for keeping oysters in top condition.

Wheelhouse equipment includes main and secondary sonar; accommodation includes a spacious messdeck and lounge, plus one, two and three-man cabins. Her skipper, Andrew Tait, has his own suite complete with lounge furniture.



◀ FERTILE & CHRIS ANDRA ▶

'Fear Not' -latest '80' from Argyll...

FEAR NOT, the 16th seiner-pair trawler built to Campbelltown Shipyard's successful '80' design, has been launched from the yard at Trench Point, Campbelltown, Argyll.

She was named by Mrs. Marilyn McKenzie, wife of ad. 11ft.; design mean draft, Skipper John McKenzie of 8ft. New Elgin. Registered at Burghhead. *Fear Not* will replace Skipper McKenzie's wooden vessel *Rosebloom*. Her main dimensions are: length overall, 78ft.11in.; a 3.95:1 reverse-reduction gearbox and Fleetwood stern nacelle, 22ft.; depth mould-

The main engine also powers a 20 kW McClure 110 volt dc generator and a 3.6 kW Transmotor 24 volt dc generator.

Her auxiliary engine, a Gardner 6 LXB of 125 hp at 1,600 rpm, drives two similar generators together with a Dowsy powerpack for the winch, pumps for the rope reels and power block and a Desmi SA80 bilge pump. A second Desmi SA80 bilge pump, electrically-driven, is also fitted.

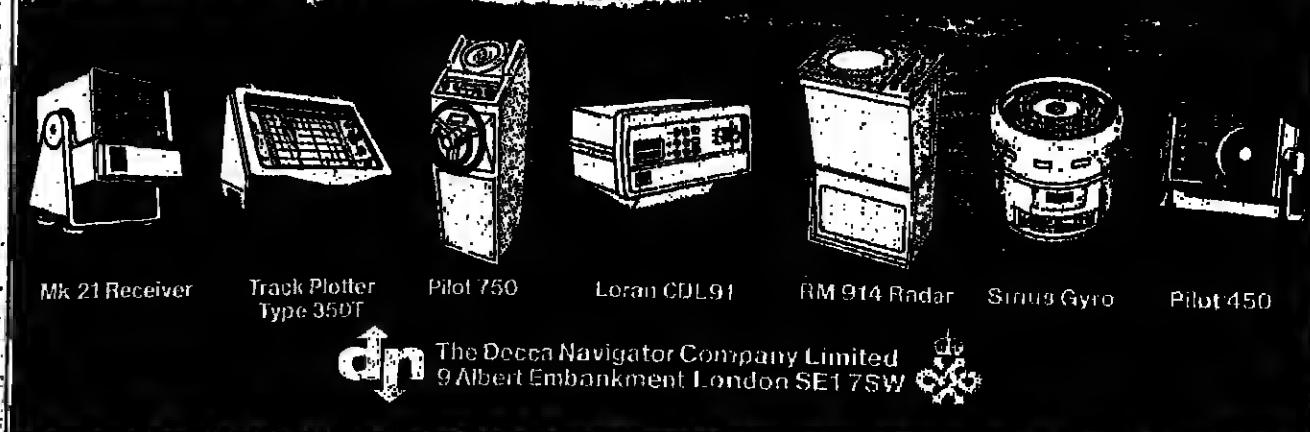
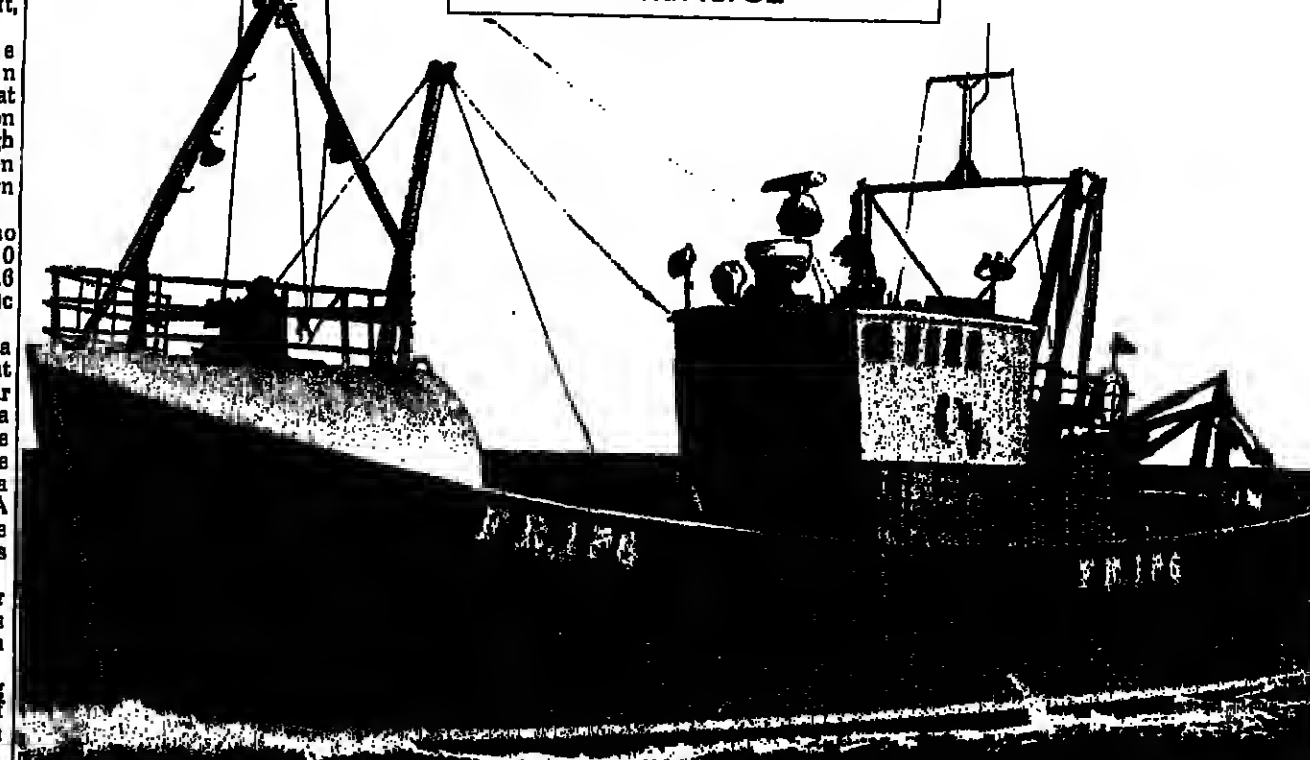
The main switchboard for the electrical circuits has been supplied by Watson Dundas.

An aluminium gutting shelter is provided forward of the wheelhouse which is equipped with Decca Mk.21 Navigator with stand-by set, Decca plotter, Decca RM914 radar, Simrad EQ echo sounder, Simrad CI scope, Simrad RW watchkeeper, Audix talkback system, 'Seilor' T122/R105 SSB radio telephone, 'Sailor' 114 VHF set, Robertson AP6 autopilot, Ben Amplitrix speedlog and Kelvin Hughes overhead compass. Equipment on deck includes a Sutherland combination winch, a Sutherland Losse Hydraulic rope reels and a 24in. Rapp RA/2300 power block supplied by Fishing Hydraulics.

All the way with DECCA

KIMARA, a 79 ft trawler recently completed by the J & G Forbes yard for Charles Duthie of Fraserburgh. Her Decca fit includes Mk 21 Navigator, 350T Track Plotter, 450 Pilot, 914 and 050 radars, a range of Simrad fishfinders, RW watchkeeping receiver and Sailor SSB R/T.

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September 10, 1976



A good example of a modern wooden Scottish seine netter is captured here by the pen of Gloria Wilson. Built by Herd and Mackenzie, Copius is worked by Moray Firth skipper, William McKay. She is pictured while berthed at Peterhead.

September 10, 1976

FISHING NEWS

65

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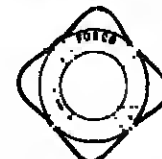
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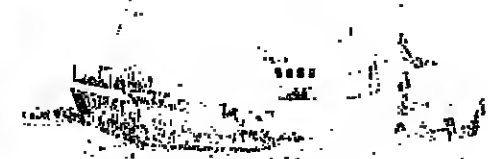
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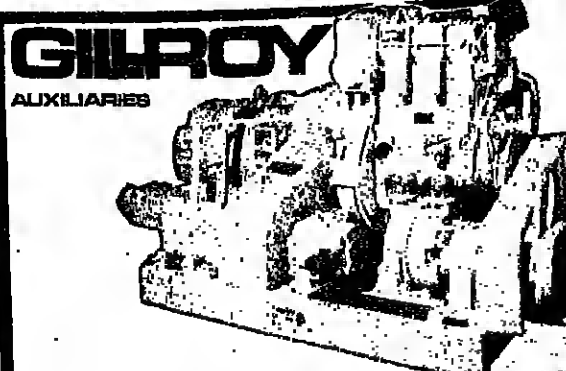
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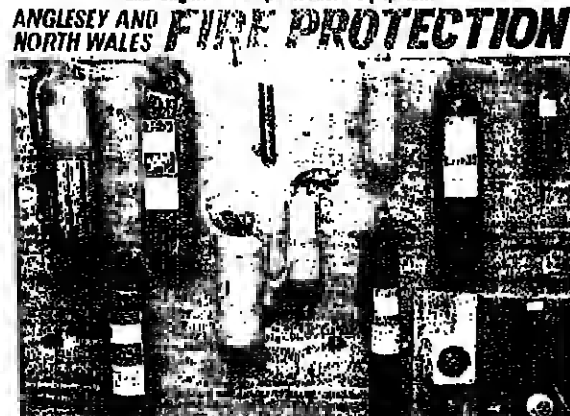
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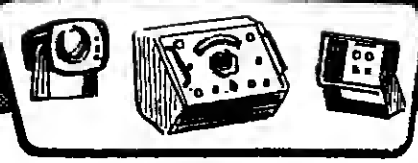
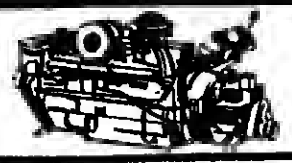
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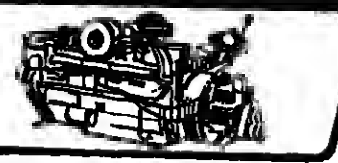
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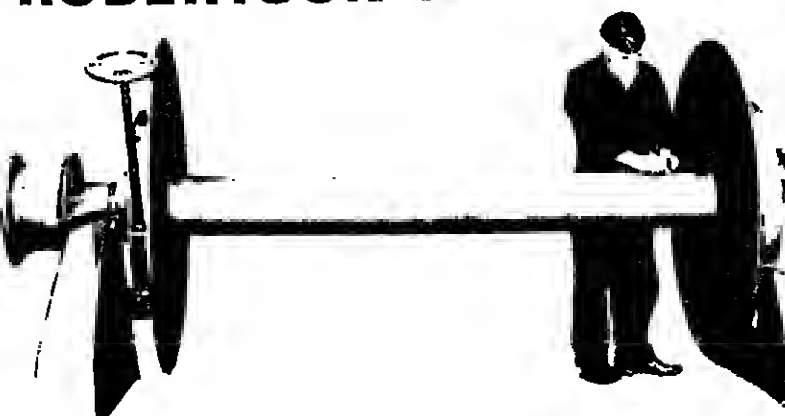
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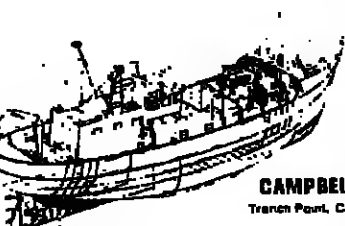
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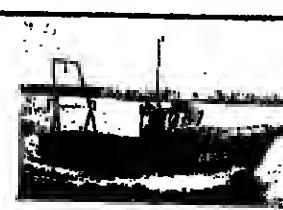
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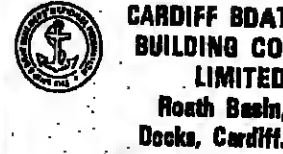
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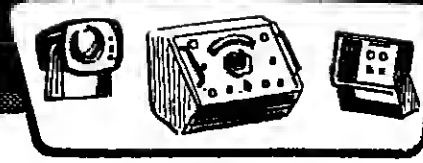
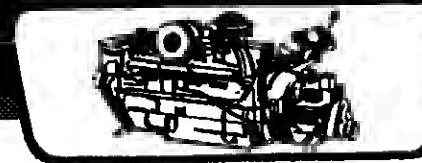
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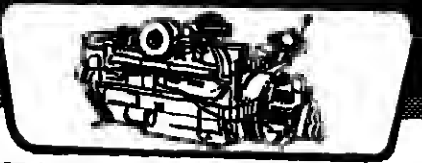
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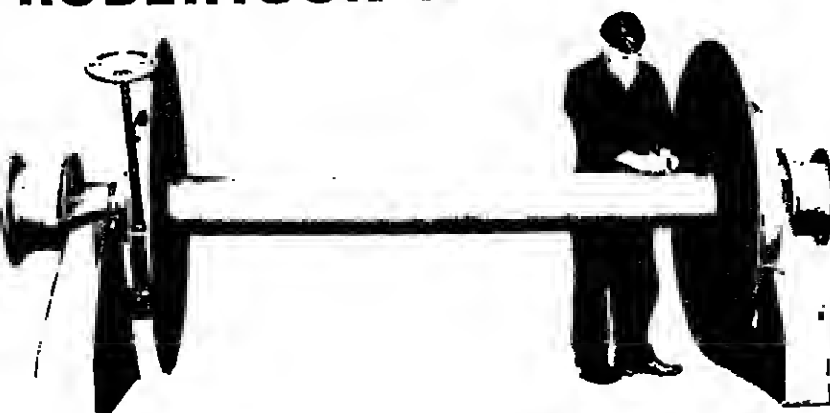
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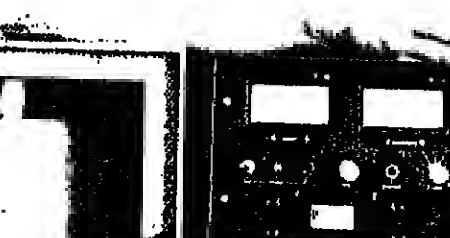


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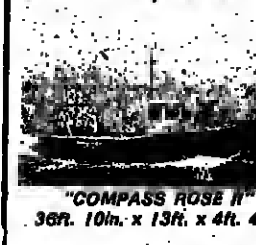


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